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American Railroad Journal.

New York, Saturday, August 17, 1872.

Illinois Central Railroad.

The statement of this Company for the month of July, 1872, is as follows:

LAND DEPARTMENT.

| | |
|--------------------------|--------------------------|
| Acres Construction Lands | |
| Sold | 6,366.21 for \$47,814 96 |
| Acres Inter't Fund Lands | |
| Sold | for |
| Acres Free Lands Sold... | 29.33 for 293 30 |

Total sales during the m'th of July, 1872.....6,395.54 for \$48,108 26

To which add Town Lot Sales..... for 200 00

Total of all.....6,395.54 for \$48,308 26

Cash collected in July, 1872.....\$51,273 07

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

| | In Illinois. 707 Miles. | In Iowa. 402 Miles. | Total. 1,109 Miles. |
|---------------|----------------------------|------------------------|------------------------|
| Freight..... | \$324,879 00 | \$68,421 00 | \$393,300 00 |
| Passengers.. | 111,882 65 | 37,572 70 | 148,955 35 |
| Mails..... | 6,375 00 | 3,059 33 | 9,434 33 |
| Other sources | 62,625 00 | 2,365 67 | 64,990 67 |

Tot'l July '72.\$505,261 65 \$111,418 70 \$616,680 35

Total actual earn'gs, July,
1871.....\$618,012 38 \$89,979 92 \$707,992 30

INVESTMENT SECURITIES.

The Northern Pacific Railroad Company, through its Financial Agents, offers for sale its First Mortgage 7-30 Gold Bonds. They fall due in 30 years, bear 7 3-10 per cent. gold interest, payable semi-annually, are exempt from U. S. tax to the holder, and are secured by a first and only mortgage on

1. The Railroad, its Right of Way, Franchise Rolling Stock, and other Property.

2. Its Traffic or Net Earnings.

3. A Government Grant of Land averaging on completion of the Road about 23,000 acres per mile of track.

The Road follows what is known as the Valley Route to the Pacific, flanked most of the way by an excellent country, and is assured in advance of a vast and profitable traffic which already awaits its completion. The work of construction is steadily and satisfactorily progressing; the settlement of the adjacent country and the building of towns keep pace with the advance of the road; a large body of the Company's lands is already in market, and the proceeds of sales will constitute a Sinking Fund for the redemption of the Company's Bonds, which are convertible at 110 into the Company's Lands at market prices.

Believing that these bonds, both in point of safety and profitableness, constitute such a security as judicious investors can approve, we recommend them to the public. Government bonds and all marketable securities are received in exchange at current quotations without cost to the investor.

JAY COOKE & CO.,
New York, Philadelphia and
Washington.

FINANCIAL AGENTS NORTHERN PACIFIC
RAILROAD COMPANY.

The St. Joseph and Denver City Railroad.

As this important line of communication between the Atlantic and the Pacific Oceans approaches completion, it is interesting to consider its relations with the railroad system of the country, and its prospects as a means of opening, to settlement and trade, one of the most attractive regions of the Great West.

Already, in discussing this subject, we have pointed out the excellent position which this railroad will occupy with reference to inter-oceanic traffic. It connects by a direct line with the East, an important point on the Pacific Railroad, which cannot be otherwise reached except over a long and circuitous route, involving great delay and increased expense. It will be in this connection what the Hudson River Railroad is, as a means of communication between Albany and New York, as compared with the old Housatonic line, which took New Yorkers to Albany by way of Bridgeport, in Connecticut. No sooner, was the former built than the latter was entirely superseded. There can be no doubt that the St. Joseph and Denver City Railroad will hold equal rank with the Hudson River Railroad as a means of direct communication between the great systems of railroad lying on the Atlantic and Pacific slopes of the Rocky Mountains.

Another fact which tends to assure the permanent prosperity of the St. Joseph and Denver City Railroad, is the exceeding fertility of the soil and the salubrity of the climate, in the region through which it is built. And what is more, it is almost the only region which invites the immigration of an agricultural population between the degrees of longitude which mark its Eastern and Western termini. "Westward the star of Empire takes its way," and all efforts to divert immigration to the North or the South of the middle parallels, are attended with but indifferent success. It has always been so from the time of the incursion of the Huns under Attila into Europe till the present time, and it always will be so. People, in their migrations, have pretty uniformly followed the parallel of latitude under which they have been accustomed to live. In the early settlement of this country, we find the English, the Dutch and the Swedes stretched along the Atlantic Coast,

north of the Savannah River, while the Spaniards, who were the other great colonizing people of that time, were found in Florida, Mexico and the West Indies. Thus, from the very nature of things—the instinct, so to speak, which often controls the action of even reasonable beings—the line of the St. Joseph and Denver City Railroad must attract a large and steady flow of population. As regards nearness to markets, it is quite as favorably situated as the greater part of Iowa and Minnesota; while as regards home and near-by demand, its location is unrivalled. It will naturally be called upon to furnish large quantities of food to the receiving districts, which are not distant from the Western terminus of the road.

In the progress of the Railroad towards completion, the lands granted by Congress in its aid appreciate rapidly in value, and contribute in a corresponding ratio to the security upon which its issue of bonds is based. All railroads constructed as this has been, and under similar auspices, have proved to be property of the most substantial value. But in favor of this road, there is one favorable circumstance which may be credited to its good fortune. The value of the rails as laid down, and of the rolling stock, has nearly doubled since their purchase. In the advanced cost of iron we have not only an increase in the value of the road above its cost, but a check upon the construction of any competing lines—thus operating in a double sense in its favor.

The St. Joseph and Denver City Railroad is 300 miles long. Its route has presented but few engineering difficulties, and it has been well built at a very moderate cost. Its bonds are issued at 8 per cent. as were those of many other railroads which would now have no difficulty in borrowing all that was needed at 6 per cent. Other roads, constructed under similar circumstances but a few years ago, are now in excellent credit. The St. Joseph and Denver City Railroad ought, in reality to borrow at seven per cent., but as eight per cent. seems to have been adopted as the current rate, the directors, with a liberal spirit, decided not to depart from it. These bonds, to a comparatively small amount, are now on the market to complete the equipment of the road, and meet some floating obligations, such as naturally arise in finishing any great work. When the road shall be fully in operation, its earnings and the sale of its lands will provide for all calls upon the treasurer of the company, including the means to pay the interest on its bonds. Other roads, less favorably situated, have by these means, nearly paid for their construction in a few years; and there is no reason to doubt that perfect success will attend the present undertaking.

Illinois and St. Louis Bridge.

Those not familiar with bridge work are unable to appreciate the progress daily being made on the great Illinois and St. Louis Bridge, which, before our public are hardly aware of it, will span the mighty Mississippi, and not only connect two great States, but give an impetus to the pursuits of the commerce of the nation. Those passing any portion of the bridge work look with wonderful eyes at the labor already performed, yet few of them can comprehend the magnitude of the undertaking. When completed, we shall not only have one of the largest, but one of the finest

bridges in the world. From the west abutment, on the levee, to Third street, at the tunnel entrance, the superstructure is ready for the track, and the upper roadway is in course of construction, the planks for which are being sawed on the spot by a portable saw mill. The planks are fitted together by dowels, an ingenious method having been devised by Mr. Kettle for drilling the holes and cutting the pins with the same machinery which cuts the planks in the saw mill. The west pier is completed, and the workmen have all been withdrawn from it, being transferred to the east pier, upon which there are now about a hundred men employed. The east pier will be up to its full height in about three weeks. On the Illinois side there are some four hundred men employed on the bridge work. The whole superstructure will be finished in less than two months. There have been delivered in Pittsburg, up to July 25, by the Butcher Steel Company, of Philadelphia, 3,231,128 pounds of cast steel, which material the Keystone Bridge Company of that city works into its various shapes, ready to be fitted and put up. Besides this quantity of steel, there have been manufactured in Pittsburg, 1,808,139 pounds of wrought iron, mostly in bars and round iron. In addition to this, forty-eight ponderous skewbacks, each weighing over three tons, have been forged in solid mass and delivered in Pittsburg. They were manufactured by establishments in New York, Pennsylvania and Connecticut. Of cast iron, over 5,000,000 pounds are now in the bridge works, all manufactured by our home foundries. Of the 1,000 tubes which comprise the arches, there are 287 finished, over two-thirds of the material for the balance is on hand in the Keystone Bridge Company's works, which are employed day and night turning them into shape. The other material is correspondingly advanced. The first big skewback, with the tube properly attached, was shipped on the 30th from Pittsburg for St. Louis, and it will be put in position as soon as it arrives.—*St. Louis Globe, Aug. 13.*

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1871 and 1872, have been as follows:

| | 1871. | 1872. |
|----------------------|----------------|----------------|
| From passengers..... | \$1,738,181 38 | \$1,687,253 49 |
| " freight..... | 3,072,557 58 | 3,879,625 54 |
| " mails..... | 48,283 82 | 48,805 56 |
| " miscellaneous..... | 119,047 37 | 197,326 44 |
| | \$4,978,070 15 | \$5,313,074 03 |
| Expenses, viz: | | |
| Repairs of road..... | \$852,506 87 | \$570,045 77 |
| " buildings.. | 158,777 35 | 215,095 19 |
| " locomotives | 271,562 76 | 273,102 73 |
| " cars..... | 413,403 56 | 603,387 53 |
| Locomotive service.. | 172,482 06 | 212,956 99 |
| Train "..... | 190,304 24 | 222,209 28 |
| Station "..... | 709,372 87 | 728,175 14 |
| Fuel..... | 471,731 25 | 569,808 78 |
| Oil and waste..... | 64,362 18 | 81,202 22 |
| Stationery, etc..... | 37,544 47 | 41,174 87 |
| Local taxes..... | 82,724 27 | 48,087 62 |
| Telegraph..... | 38,585 11 | 65,773 82 |
| Miscellaneous..... | 74,847 46 | 88,323 73 |
| | \$3,538,204 45 | \$3,719,348 67 |

Net earnings....\$1,439,865 70 \$1,593,725 36

Compared with the previous year the gross earnings show an increase of \$335,003 88, with an increase in expenses of \$181,144 22—making the increase in net earnings \$153,859 66.

The earnings from passengers show a decrease of \$50,924 89 and the earnings from freight, an increase of \$307,067 96, with an increase in mails and miscellaneous of \$78,860 81.

Passenger earnings per mile were \$5,941 04, freight, \$11,900 09, miscellaneous, \$866 87—total \$18,708, an increase compared with the previous year of \$1,179 60.

The expenses of operating the road (not including taxes) were \$3,653,574 85, or 68.80 per cent. In 1871, they were 69.41 per cent., in 1870, 61.6 per cent., in 1869, 59 per cent., in 1868, 48.38, and in 1867, 62.81. The expenses, including taxes, the past year were 70 per cent., against 70.3 per cent. in 1871, 64.3 per cent. in 1870, 61.21 in 1869, 60.71 in 1868, and 65.35 in 1867.

The following is a comparative statement of the earnings of the entire line, including branches, for the fiscal years ending May 31—

| | 1871. | 1872. |
|----------------------|----------------|----------------|
| Passengers..... | \$1,912,278 07 | \$2,114,066 44 |
| Freight..... | 3,329,630 70 | 4,046,198 76 |
| Miscellaneous..... | 178,214 62 | 281,147 36 |
| | \$5,420,123 39 | \$6,441,412 56 |
| Operating expenses.. | \$3,774,850 51 | \$4,377,614 39 |
| Taxes..... | 86,160 84 | 70,189 07 |
| | \$3,861,011 35 | \$4,447,803 46 |
| Net earnings.... | \$1,559,112 04 | \$1,993,609 10 |

The ratio of expenses to earnings in 1872 is 70.64, against 71.11 in 1871; exclusive of taxes, 67.96 in 1872, against 69.98 in 1871. The President in his report says:

Since last year, and for a period of nine months, the earnings of the Jackson, Lansing and Saginaw Road have been added to the revenues of this company. The operating expenses of this road have also been included in the above statement of expenses.

The gross earnings of all the lines operated by the company have been in excess of those of last year by.....\$1,021,289 17
It will be seen that the gross expenses have been in excess of those of last year by.....602,763 88

Leaving the net earnings in excess of those of last year.....\$418,525 29

This, however, does not indicate so much increased prosperity, because it arises largely from adding the revenues of the Jackson, Lansing and Saginaw, leased during the past year, to the other revenues of the company.

The earnings of the company have somewhat more than maintained themselves, and in the circumstances perhaps would be deemed satisfactory.

The amount, however, might have been so very much larger, but for the causes hereinafter stated, that it is very evident that the further and very large expenditures now making for double track and other additions to the ability of the road to meet the wants of business, have been delayed even longer than was required by the real interests of the road.

The statements made in the reports for several years past show, that while the earnings of the Main Line have been steadily increasing until limited by the ability of the road to meet the demands of traffic, the relative expenses of operation have been still more rapidly increasing, and the net earnings have been relatively less. Several causes have contributed to this result, some of which are temporary, but the more important of which arises from the fact, simply, that the increase of business has been so rapid that our improvements have not kept pace with it.

Station grounds at Chicago and Detroit, which were ample for the business five years ago, have been, the last two years, far too small. Machine shops and car-repairing shops, adequate then, have become totally unequal to the task imposed upon them now. Then, a single track did the business with ease, while now, with twice as many trains as then, it has, at times, and for long times, been impossible to get over it with despatch. Then, iron could still profitably be used for rails; now, and with such business, and especially with such a winter as the last, they must be

renewed by far too often, to say nothing of the impossibility of maintaining an even and smooth track.

All these causes have been contributing to the increased operating expenses, until they amount to quite seventy per cent. of the gross business, while, with proper improvements, they should not exceed, at the outside, sixty.

It will, perhaps, be well to look a little to the past history and progress of the business, both that we may judge of the future, and also because it may perhaps show why all the appointments of the road are not equal to the exigencies of the past year or two.

In 1858 the company owned ninety-eight locomotives, and most of them were small and light, such as were adapted to the business of the road from 1846 to that date. From that date the increase of business for the next ten years had not been sufficient to render it necessary to add a single locomotive to the power.

The number of freight cars of all kinds, in 1858, was 979, and there had been an increase of these of only fifty a year, upon an average, there having been upon the road, in 1868, in all, 1,452 freight cars, of which 103 were Blue Line cars, that line then having been just formed, and making a most important era in the history of the road.

The gross earnings were as follows for the several years stated:—

| | |
|------------|----------------|
| 1858 | \$2 428,757 52 |
| 1859 | 1,835,129 69 |
| 1860 | 1,832,944 86 |
| 1861 | 2,058,052 61 |

During the war and up to 1867, they had increased to 4,325,490 51

Up to that time both the power and equipment were adequate to the business, and it was not till 1870 that the traffic began to exceed the fair and reasonable means of doing it.

The number of tons of freight of all kinds moved upon the road in 1859 was 235,123. This had gradually increased in eight years to 578,177 tons. The gross tonnage for the past year has been 1,238,313 tons, being considerably more than twice as much as it was five years since, and three times that of 1862.

There is no reason to doubt that had the road been able to meet the demands of business during the past year, the increase of tonnage would have been larger than in any preceding one.

It was not easy, when the power of the road had been so long stationary, and yet equal to the traffic, to realize that it should be fully doubled in two or three years, and that in all other respects its ability, though it had already been greatly enlarged, should fall so far short.

The vast extension of railroads, west of Chicago especially, and the rapid settlement and development of great extent of country through which they run, and the consequent multiplication of all kinds of business since the restoration of peace, presents a spectacle of progress perhaps unequalled at any time in the history of the country.

The result has been that during the past year, all the avenues eastward of Chicago have been unequal to the task required of them, though the Michigan Central Road has perhaps the most suffered by reason of it. There were, however, causes peculiar to the Michigan Central which added much to its embarrassment.

The Chicago fire not only destroyed all our buildings at Chicago, and all our means of handling freight there under cover for a considerable time, but created a demand for brick, lumber and other building material theretofore wholly unprecedented, and while totally unable to do the usual business of the road there, a very large traffic in those coarse articles was thrown upon it from roads connecting with it and running into the northern part of the state of Michigan. The difficulty of doing business at Chicago being so great that the cars for ordinary merchandise could not be handled there with any despatch, they were stored upon side tracks east of Chicago until they could, as their turn came, be taken in

and unloaded and perhaps reloaded for their return. Adding to this the traffic, which was very large, in lumber and brick and other building material, and all the side tracks of the road for the west half of it were filled with loaded freight cars. It will be readily seen that the difficulty of doing business was very great, as well as the expense also. From 500 to 800 cars were, on the average, for the winter, waiting for entrance to Chicago.

This, however, does not comprise all the difficulties which have beset the business of the road during the year. The winter has been one of extraordinary severity and duration. The ice in the Detroit River has been so solid that for two periods, of about a month in all, it has been impracticable to send the freight across it, while it has been done with great difficulty during a period of nearly four months. During the cold weather, therefore, our east-bound cars as well as our west-bound have accumulated at Detroit on both sides of the river awaiting passage. At two periods, of about a fortnight each, this accumulation of loaded cars, going east, on the Michigan Central Road, stored upon its side tracks thus waiting, has run up to 1,100 and 1,200 cars. These difficulties, both at the west and the east end of the road, have been such as no human foresight could have fully obviated. The board would, however, be glad if they had ended with the approach of spring.

The Great Western Railroad Company owns the ferry across the river and undertakes to do the business there. The great increase of tonnage has swollen the traffic to such a volume, that the boats have been unable to take it across, and since the ice passed out of the river there have been, most of the time, accumulations of loaded cars on the side track at and near Detroit, sometimes amounting to upwards of 500. This it has been totally out of the power of the officers of the company to prevent or obviate. The new boat of the Great Western Company, which should have been done during the winter, will probably soon remedy this difficulty.

If to all these causes the effect of the severe cold of a very long winter, and of the heavy traffic, in spite of all these difficulties, upon the iron rail of a single track, and of its consequently worn and rough condition upon machinery, be taken into consideration, stockholders will perhaps appreciate the position of their road and its difficulties during the last six months. So rapidly did iron give way, that even during the intense coal weather, from December to March inclusive, there have been removed and replaced thirty-five miles of rail, which were in good condition when the winter set in, and much of the rail not removed was much injured.

For several years the station grounds at Chicago have been becoming more and more inadequate to the business, and though suffering greatly for want of room it has been impossible to obtain it. At times it has seemed as if the present terminus there must be abandoned. The fire at Chicago, so destructive in other respects, has relieved the company of this difficulty, to a great extent at least, and it is now believed that all the necessary grounds can be obtained for freight purposes. Already, by means of some additional ground purchased, the accommodations for handling freight have been increased nearly threefold—enough certainly to afford very great relief and save the large expenses of double forces at work every day and night of the week, as has been the case heretofore. At Detroit also the station grounds have been much enlarged. Though not all they should be, yet great progress has been made towards making them such. It is believed that at both ends of the road there will soon be provided ample room for all the necessities of business.

Upwards of a year ago, ample grounds were purchased at Jackson, for a site for machine shops. The distance from Detroit is seventy-six miles. At that place the Air Line and Main line, the Grand River Valley, and Jackson, Lansing and Saginaw roads come together, making it by

much the most convenient place for the shops for repairs of machinery.

They were commenced last year on a scale commensurate with the necessities of the case, and some portion of them are about ready for use. The relief in the machine shops of the road will at once be felt, and when they are fully ready they will contribute very greatly to the economy of keeping the power of the company in good condition.

It will be necessary, also, to provide elsewhere than upon the station grounds at Detroit, shops for the building and repair of cars, and measures have been taken also for an early accomplishment of this object. With adequate and convenient machine and car shops, the saving in the two departments will be a very large sum annually. These two improvements have long been felt to be expedient. They had at last become an imperative necessity.

The power of the company had been increased last year, or rather, before the fall of 1871, very largely, by disposing of the small, light engines, and replacing them with new and powerful ones, and by adding to the number. The total number of engines now upon the road is 162, and contracts were made in the fall for 30 more, which are now arriving, making 102 which will soon be in use.

The number of freight cars of all kinds has already been increased to 3,062, an increase of 1,135 since the last report, and are to be made adequate in number to supply the demand this season.

There have been laid in the main track ninety-five miles of steel rails, most of it during the past year. There were laid also during the last year twenty-three miles of siding.

The board has been slow to give perfect confidence to the steel rails, and has adopted them later than has been expedient probably for the interests of the company. Having, however, become fully convinced of their necessity by the rapid failure of the iron, the rail is being renewed wholly with steel, and within a short time the track will be all of that material. During the year the entire distance from Detroit to Jackson, and from Niles to the connection of the track of this company with that of the Illinois Central road will be laid wholly with steel rail.

The double track for the road is now in rapid progress from Ypsilanti into Detroit, thirty miles, and from Niles to Lake Station, fifty-eight miles. The business from the West comes upon the main line of the road at Chicago, and at Lake Station, from Joliet in Illinois. At that point over the Joliet branch, the Michigan Central road connects with the Alton and St. Louis, and the Chicago and Rock Island Railroads. From that station, and from others on the branch, this company receives a large amount of business. At Lake Station, this traffic and that from Chicago come together and pass upon one track to Niles, making that portion of the road bear perhaps as heavy a burden as any part of the line. Hence the necessity for a double track there as early as anywhere.

From Niles to Jackson by means of the Air Line the track is double, and with the double track from Ypsilanti to Detroit also laid, there will remain less than fifty miles between the former place and Jackson: to be laid another year, when the entire line will be double track. All the rails to be laid this year, both in the old and new track, are to be steel. To accomplish this, contracts were made during the last season and winter for 14,000 tons of steel rails, by authority of the board, which are now arriving in Michigan.

It is believed that these improvements in the track, and with the enlarged grounds, both at Chicago and Detroit, and ample means of repairing both cars and machinery with economy, it is not unreasonable to expect that the expenses of operation may be reduced to sixty per cent. of the gross earnings, while they themselves will also be very largely increased.

The chief causes which have limited the earnings and swollen the expenses, have been suffi-

ciently set out above. There is one, however somewhat remarkable, where an increased business has actually both diminished earnings and also added to the expenses. Allusion has been made to the quantity of building materials seeking Chicago during the winter. A large quantity of this came from the Chicago and Michigan Lake Shore road. The haulage on the Michigan Central was only sixty-six miles. It could not be thrown off the road, and the haulage is so short that a price adequate to the inconvenience of the business at that time and under the circumstances, could not be charged for it. It contributed to intensify the difficulties of the winter, and though with a double track and means of doing it this traffic will be valuable, yet while the difficulties lasted this particular traffic stood in the way of the long business, and enhanced the cost of doing it also. The passenger business, however, from that road constituted a tolerably satisfactory compensation. The aggregate business furnished by that road to this company the past year has been considerably more than \$100,000.

With regard to another cause of limited earnings, we quote language found in the last report of the Lake Shore and Michigan Southern Company:—

"During the last six months of 1871, a ruinous competition existed on westward-bound freights, between the trunk lines (the Pennsylvania Railroad, the Erie Railway and the New York Central and Hudson River Railroad), in the course of which the prices of freight transportation were reduced to a point almost without precedent. By the arrangements between this company and the seaboard trunk lines the rates on west-bound freights are made by the latter. This company, from its relation to the several trunk lines, was compelled to submit to a most extraordinary reduction of rates, or to abandon the traffic. The first alternative was accepted as a matter of sound policy in the interests of the stockholders of this company. We have reason to hope that better counsels will prevail, and that our eastward trunk line connections will hereafter be slow to renew the warfare which worked such disastrous results to them, as well as ourselves in 1871."

This language is as applicable to our roads as to theirs, with the exception of the statement of that company that it has reason to hope that better counsel may prevail, and that the warfare may not hastily be renewed.

That warfare, in one form or another, seems to become chronic between those companies, and we have little hope of increased wisdom on that question. In our last annual report, we believe, we intimated that a warfare of the same nature, which continued about the same time the year before, was not likely to occur again. During the last year it was still more ruinous than the year before, destroying totally the whole value of west-bound business for six months of the best business season of the year.

It is not possible, as yet, to state the losses which the company sustained by the Chicago fire. The passenger and freight houses with all the freight in store were lost. The building in which were the offices of this company, and those of the Chicago, Burlington and Quincy Railroad Company, a building of considerable value, and other buildings, the property of the company, were destroyed.

All the property of the company burned, and for which it was liable, was worth probably, two hundred and fifty thousand dollars.

Fortunately, by the great exertions of the superintendent and freight agent, the ticket agent, and the untiring labor of conductors Harris and Dickerson, several hundred cars of this company, both freight and passenger, and many of the freight cars loaded, were removed out of the city, and all saved with the exception of one car, on the last train moved, which, having taken fire, was cut off and sent back to save the others of the train. The amount of property thus saved was very large.

In some cases, where the company was liable

as common carriers for merchandise burned, the loss has been made good by the company. For all property burned in the warehouses in transit from New York and Boston through Chicago, or for Chicago, it is not thought that the company is liable. For many years it has not made a transportation contract, from those cities west, nor has the Blue Line in its interest, which did not contain a special contract exempting the company from all loss of property destroyed in its warehouses by fire.

During the last year there has been built a railroad from Jonesville, on the Lake Shore and Michigan Southern Road, with the aid of that company, to Albion on the line of the Michigan Central Road, which is to be, during the season, extended northward to Lansing. Another road has been graded from Coldwater, on the line of the same road, to cross both the Air and Main lines of your road, and touching the main line at or near Battle Creek, and running thence northwest in the direction of Muskegon. It is understood that a branch of this latter road will be built to Marshall. This road is understood to be in the interest of and promoted by the Pennsylvania Central Company. It connects with its system of roads at Mansfield, Ohio, running thence to Coldwater, in this State; thence crossing the L. S. and M. S. Road, and thence north-west across the lines of this company.

How much these and other projected roads may affect the property of this company, cannot now be determined. As a general remark it may be stated that the rapid multiplication of railroads and the intense competition created thereby, is affecting seriously the value of the entire railroad property of the country.

Stockholders cannot expect the roads and property of this company to entirely escape the consequences of the general progress of these improvements. To some extent it has endeavored to pre-occupy the ground and preserve to itself the territory from which it drew its support, and to bring the business of more distant territory upon its lines, instead of allowing it to cross it and go upon the lines of other companies. These efforts have been defensive rather than aggressive in all instances created by the movements of other companies.

All these efforts to preserve or to acquire business by the various railroads have intensified competition, not only for through, but for almost all local business, and resulted in a general decline of prices, until railroads are compelled to do twice or thrice the business for nearly the same money they earned a very short time since.

The result is the large necessary expenditure on capital account already made and making, to enlarge the capacity of all the great avenues between the West and the seaboard. In the case of this company, the tracks must be doubled and made the most perfect possible, power and rolling stock multiplied, and everything fitted to move the largest possible volume of business at the least possible cost, and the reliance of the stockholders must be upon small profits on a large business, instead of the reverse, as heretofore. And with the capacity and ability of the road made equal to any demand upon it, there seems good ground to hope for a future prosperity which may be equal to the past.

The improvements in the connecting line through Canada are very important, also, to the continued prosperity of your road. It is probable that the new track or Loop Line of the Great Western, our most natural eastern connection to Buffalo, and the bridge across the Niagara will be completed before the coming winter, and that by that time also the Grand Trunk from Detroit to Buffalo will be reduced from the wide to the narrow gauge. These improvements will give a triple outlet east, with full connections with the Erie as well as the New York Central Road. These improvements, with the tunnel under the Detroit River, when completed, will make the North Shore route as complete and as able successfully to compete for all classes of business at all points, as it will be possible to make it,

The funded debt charged upon the company is as follows:

| | |
|--|----------------|
| On the Michigan Central Company's main line..... | \$3,233,988 89 |
| Less amount in the sinking fund.... | 1,560,214 82 |

| | |
|-------------------------------------|-----------------|
| Net bonded debt..... | \$1,673,774 07 |
| The capital stock now stands at.... | \$17,987,048 00 |
| The bonded debt is..... | 3,233,988 89 |

| | |
|------------|-----------------|
| Total..... | \$21,221,036 89 |
|------------|-----------------|

The capital stock has been increased to meet the payments for the improvements and expenditures heretofore made, to the extent of \$3,321,200.

It has been deemed prudent and safe by the board to acquire the control and assume the management of the Jackson, Lansing and Saginaw Railroad which has been done by means of an agreement with the company owning that road, for working it. By the terms of the contract this company agree to pay the interest upon and guaranty the debt of that company, not to exceed in any event \$18,000 per mile of completed road, and also to pay as rent \$50,000 the first year, \$60,000 the second, and \$70,000 thereafter. While this company has been aiding in the construction of that road it has become the owner of some more than one-third of the capital stock of that company, which stands now at about the sum of two millions. The one-third of the rent above named is, therefore by agreement, deducted from the payments which are made semi-annually.

On the first day of May the company made a trust deed upon its main line from Detroit to Chicago, including all station grounds at both places, acquired and to be acquired, to the Farmers' Loan and Trust company, for an amount not to exceed ten millions of dollars in all. Of this amount there has been issued and sold \$4,000,000, which it is believed will cover all the cost of improvements to be made this year, and also pay the bonds of the company falling due July 1, 1872, being \$500,000. A portion of the proposed issue, and enough to pay all the outstanding bonds secured by prior mortgages, is reserved for that purpose. In addition to the debt upon the main line, there are outstanding bonds secured upon the branches, as follows:—

| | |
|--|----------------|
| Bonds secured on the Air Line from Jackson to Niles..... | \$1,900,000 00 |
| Bonds on Kalamazoo and South Haven Road..... | 710,000 00 |
| Bonds on Joliet Branch..... | 800,000 00 |
| Grand River Valley Road..... | 1,500,000 00 |
| Jackson, Lansing and Saginaw..... | 2,935,000 00 |

The proceeds of bonds issued and sold under the ten million mortgage are to be expended in the improvements required during the year. The issue of bonds on the Jackson, Lansing and Saginaw Road from time to time, as the road is extended, cannot exceed \$18,000 per mile of completed road.

There has been expended for construction during the year, the large sum of.....\$2,380,731 41

Among the items for which this has been paid are—

| | |
|---|-------------|
| Lands at Chicago and Detroit..... | \$70,668 50 |
| Locomotives..... | 292,090 18 |
| Passenger cars..... | 104,163 01 |
| Freight, baggage and second-class cars..... | 960,607 09 |

The total number of passengers carried during the year was 774,349, of whom 140,679 were through, and 633,670 way. Total number of tons of freight moved, 1,238,313.

The company have 148 locomotives. Miles run by locomotives with passenger trains, 940,230; with freight trains, 1,482,984; working trains, 207,686; switching trains, 671,678—total, 3,802,478.

The cars are classified as follows: 64 day coaches, 7 Pullman Sleeping cars, 25 second class

and emigrant, 30 baggage and mail, 69 caboose, 408 stock, 1,281 merchandise, 468 Blue Line, 21 refrigerator, and 815 platform.

INCOME ACCOUNT.

| | |
|--|----------------|
| Balance from previous year..... | \$894,521 09 |
| Receipts of road from June 1, 1871, to June 1, 1872..... | 5,528,305 97 |
| | \$6,422,827 06 |
| Dividend 5 per cent. July 5, 1871.. | \$733 285 00 |
| " " Jan. 8, 1872.. | 767,770 00 |
| U. S. Gov. tax on dividends, etc.... | 37,578 58 |
| Expenses, including local taxes.... | 3,719,348 67 |
| Interest and exchange accounts ... | 264,954 86 |
| Balance to new account | 899,889 95 |
| | \$6,422,827 06 |

GENERAL ACCOUNT.

| | |
|---|-----------------|
| Construction account..... | \$19,105,599 51 |
| Cash on hand and loaned on call.. | 898,230 82 |
| Materials on hand | 633,010 12 |
| Balance of account of C. F. Livermore General Receiver:— | |
| Sundry accounts..... | \$567,051 02 |
| Cash..... | 11,932 03 |
| | 578,983 05 |
| Balance of account of Jas. F. Joy, President | 2,395 37 |
| Joliet and Northern Indiana R. R. stock | 168,225 00 |
| Chicago land account..... | 168,293 67 |
| Jackson land account | 23,911 31 |
| Jackson, Lansing and Saginaw R. Co., advance account..... | 273,580 22 |
| Sundry accounts..... | 158,578 47 |
| Grand River Valley Railroad Co.. | 706,938 37 |
| Michigan Air Line Railroad Co.... | 2,144,457 31 |
| Kalamazoo and So. Haven R.R. Co. | 33,203 99 |
| Michigan Air Line construct'n acc't | 490,454 22 |
| Joliet and Northern Indiana Railroad construction account..... | 9,004 36 |
| Kalamazoo and So. Haven Railroad construction account..... | 51,459 30 |
| Jackson, Lansing and Saginaw Railroad construction account.. | 110,714 11 |
| | \$25,557,039 20 |
| Capital stock | \$17,987,048 00 |
| Bond Accounts, viz:— | |
| 6 per cent. sterling, 1st mort., payable July 1, 1872.. | \$467,488 89 |
| 8 per cent. currency, 1st mort., payable Oct. 1, 1882..... | 558,000 00 |
| Sinking fund 8 per ct. currency, payable Oct. 1, 1882..... | 676,000 00 |
| Sinking fund, 8 per ct. currency, 1st mortgage, payable Oct. 1, 1882..... | 1,532,500 00 |
| | 3,233,988 89 |
| 8 per cent. bonds, (Air Line mortgage,) payable January 1, 1890. | 1,900,000 00 |
| Bills payable..... | 381,992 75 |
| Unpaid dividends..... | 2,055 00 |
| U. S. Government 2½ per cent. tax. | 2,846 28 |
| Unpaid interest Jackson, Lansing and Saginaw Railroad..... | 73,968 33 |
| Proceeds of 7 per cent. bonds of 1902, part of \$4,000,000 | 1,075,250 00 |
| Income account | 899,889 95 |
| | \$25,557,039 20 |

President.—JAMES F. JOY.

Vice President.—NATHANIEL THAYER.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, H. H. Hunnewell, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—H. E. SARGENT.

Auditor.—WILLIAM BOOTH.

The National Railway.

The Philadelphia *Evening Bulletin* vigorously attacks the scheme (of which the famous Stanhope railroad charter which passed the New Jersey Legislature last session is a part) for a new air-line railroad from New York to Philadelphia. It makes the following assertions:

After a sleep of nearly eight years, the charter of the Attleborough or National Railway Company, to construct a railway some twenty miles long, is suddenly aroused to build a magnificent line of railway—one hundred feet wide right of way—with double tracks of steel, and all other modern conveniences, between Philadelphia and New York. With an authorized capital of only three thousand shares, or one hundred and fifty thousand dollars, it might well plead inability to undertake the tremendous task, but the master-minds who controlled the little bantling knew the capacity and outcome of 'the thing,' and on the 17th day of Sept., 1869, solemnly convened in stockholders' meeting, and so solemnly voted to increase the said shares to two hundred thousand, or ten millions of dollars, of which one hundred thousand shares, or five millions of dollars were to be common stock, and one hundred thousand shares, or five millions of dollars, were to be preferred stock. On the next day an agreement was signed, sealed and delivered, by which Henry M. Hamilton, of Bloomfield, Essex county, New Jersey, was the fortunate owner of five millions of dollars worth of the full paid common capital stock of the National Railway Company for the paltry considerations of the New Jersey charters named in the agreement, viz., five thousand shares of the capital stock of the Hamilton Land Improvement Company, being all the stock of the said company, and eleven hundred and fifty-eight shares of the capital stock of the Peapack and Plainfield Railroad Company, being a majority of the capital stock of the said company. More than this Mr. Hamilton not only obtained thereby the entire and at the time only issue of stock in existence, but as such sole owner was, as a matter of course, again the absolute possessor and controller of the identical New Jersey charters, upon which he had realized five millions of stock, and of the National Railway Company also. The agreement of subscription to the stock promises a dividend of ten per cent. before any dividend shall be paid to the common stock, notwithstanding the supplement of 1868 to the Attleborough Railroad Company, which authorized the issue of preferred stock, expressly prohibits a greater rate of dividend than seven per cent. until the dividends on the common stock shall amount to an equal sum.

Of the ten millions of dollars capital stock, five million dollars at the very least do not represent a dollar of money paid in to the company; the remaining five millions in preferred stock have been subscribed for, but to a small amount, and while a few of these subscribers have paid the installments as called for, many others, and the largest, have utterly repudiated theirs, and refuse to pay. To collect these by process of law the company has not yet dared to undertake.

The charter of the Trenton and Millstone Company is absolutely void: the charter of the Hamilton Land and Improvement Company was either not in the possession of Henry M. Hamilton when he sold it for common stock of the National Railway Company, or it was subsequently sold for a large sum in cash to another party, who now controls it. The published letters of the Governor and Speaker of the Senate of New Jersey show that the charter of the Stanhope Railroad Company—a new acquisition—is not the charter which passed the Legislature of New Jersey and was signed by the Governor.

The earnings of the European and North American Railway for July, 1872, were \$33,920 11, against \$29,195 54 in July, 1871, and \$22,921 54 in July, 1870.

THE INDIANA

AND

ILLINOIS CENTRAL

RAILWAY COMPANY'S

First Mortgage 7 Per Cent.

SINKING FUND

GOLD BONDS,
FREE OF GOVERNMENT TAX.

An East and West Air Line of 152 Miles,
Indianapolis, Ind., to Decatur, Ill.

This road passes through a belt of the best settled and richest agricultural and mineral country of Indiana and Illinois, averaging thirty miles in width, with no other East and West Railway built or projected through it. It crosses, in Parke and Vermillion counties, the rich

BLOCK COAL FIELD

of Indiana, which alone will supply an ample business.

Thirty miles through Douglas County, Ill., just completed, opened and paid for.

Whole Western Division, Montezuma to Decatur, 85 miles; to be finished in 1872. Grading nearly done, and materials (except iron) already procured; Bridge over Wabash ready for superstructure.

Eastern Division, 67 miles, partly graded and to be finished in 1873.

\$1,300,000 in cash already expended on the road, and \$1,500,000 remaining to be called from 20 subscribers, among whom are W. H. Guion, Sidney Dillon, Jay Cooke & Co., Clark Dodge & Co., J. Seligman, Vibbard, Foote & Co., and Paul S. Forbes, of New York; Benj. E. Bates of Boston, Henry Lewis of Philadelphia, and G. M. Pullman of Chicago.

Besides its right of way, the Company owns 32,000 acres of land, chiefly in Indiana, of which 2,000 acres are the best BLOCK COAL LANDS. It has also SUBSCRIPTIONS IN BONDS AND CASH from counties, towns, and individuals of \$700,000.

The road connects at both termini with the most important THROUGH RAILWAY LINES of the West, and being by many miles shorter than any other line, will be indispensable to them, while its local business alone will insure good dividends on its stock.

Bonds, \$1,000 each, payable to Union Trust Co., Trustee or bearer, July 1, 1901, in gold coin. Coupons, also in gold, payable Jan. 1 and July 1, in New York, or at Union Bank of London, at fixed exchange of £7 sterling.

SINKING FUND of 2½ per cent. a year on gross earnings to be invested by Trustee in bonds at not exceeding par.

For sale at 90 and accrued interest by the Financial Agents of the Company.

Walker, Andrews & Co.,
14 Wall-st.

The Intercolonial Railway will receive tenders until the 24th inst., at the office of the Engineer in St. John, N. B., for the construction of a branch line of railway, from a point near the Station House at Dorchester to Memramcook River, near Dorchester Island, a distance of about ½ mile. Also, for the construction of a Railway Wharf on the Memramcook River, near Dorchester Island, at the terminus of the Dorchester Branch Railway.

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| Central Pacific (in gold): | | | | | | | | | | | | | |
| 1867..... | 38,169 | 51,881 | 60,029 | 81,156 | 95,828 | 121,702 | 174,812 | 181,297 | 200,550 | 212,109 | 128,166 | 75,871 | 1,470,063 |
| 1868..... | 64,463 | 86,937 | 81,396 | 96,481 | 106,835 | 164,720 | 259,590 | 251,832 | 262,770 | 296,422 | 286,562 | 342,743 | 2,300,767 |
| 1869..... | 212,604 | 218,982 | 291,308 | 485,048 | 568,270 | 556,680 | 532,657 | 511,854 | 609,788 | 579,642 | 535,364 | 487,659 | 5,670,882 |
| 1870..... | 413,104 | 394,176 | 488,332 | 683,758 | 768,720 | 729,274 | 783,100 | 807,816 | 787,184 | 828,447 | 777,513 | 583,692 | 7,995,116 |
| 1871..... | 536,499 | 486,490 | 614,448 | 720,929 | 892,341 | 795,176 | 869,297 | 1,006,373 | 995,922 | 981,006 | 897,234 | 672,358 | 9,467,072 |
| 1872..... | 634,480 | 545,487 | 863,050 | 951,200 | 1,221,625 | 1,222,140 | 1,175,295 | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago and Alton: | | | | | | | | | | | | | |
| 1865..... | 280,503 | 275,283 | 290,063 | 258,480 | 322,278 | 355,270 | 335,955 | 409,251 | 401,283 | 357,956 | 307,919 | 236,824 | 3,840,092 |
| 1866..... | 226,153 | 222,241 | 290,111 | 269,249 | 329,551 | 371,544 | 321,597 | 387,269 | 322,638 | 300,223 | 323,030 | 271,247 | 3,095,153 |
| 1867..... | 243,787 | 157,832 | 235,961 | 282,165 | 335,510 | 342,358 | 354,244 | 415,982 | 408,999 | 426,752 | 359,102 | 330,169 | 3,882,861 |
| 1868..... | 276,117 | 275,140 | 267,094 | 279,121 | 303,342 | 384,504 | 404,012 | 458,101 | 486,196 | 503,746 | 409,569 | 361,701 | 4,508,043 |
| 1869..... | 343,182 | 316,099 | 388,727 | 328,390 | 345,833 | 402,854 | 351,045 | 493,232 | 506,623 | 468,212 | 397,515 | 340,851 | 4,681,563 |
| 1870..... | 281,109 | 316,087 | 342,897 | 348,089 | 408,686 | 408,659 | 418,709 | 506,681 | 497,519 | 475,608 | 441,197 | 404,264 | 4,849,405 |
| 1871..... | 353,235 | 342,369 | 384,999 | 388,964 | 461,290 | 466,097 | 533,655 | 534,163 | 507,617 | 473,227 | 455,607 | 377,687 | 5,278,010 |
| 1872..... | 372,316 | 329,170 | 378,021 | 381,944 | 440,457 | 435,192 | 482,987 | ..... | ..... | ..... | ..... | ..... | ..... |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1865..... | ..... | ..... | ..... | ..... | ..... | 366,100 | 281,334 | 296,169 | 473,156 | 551,122 | 435,945 | 407,688 | 2,811,544 |
| 1866..... | 273,876 | 317,859 | 390,355 | 421,383 | 466,839 | 565,145 | 480,710 | 519,306 | 609,005 | 729,759 | 716,378 | 563,400 | 6,114,566 |
| 1867..... | 482,164 | 499,296 | 468,358 | 585,623 | 747,942 | 702,691 | 767,508 | 946,707 | 932,683 | 754,671 | 647,842 | 517,460 | 7,976,490 |
| 1868..... | 523,566 | 399,917 | 523,845 | 537,519 | 558,948 | 925,983 | 808,524 | 797,475 | 1,000,086 | 1,200,216 | 1,010,892 | 712,359 | 9,299,450 |
| 1869..... | 696,147 | 574,664 | 765,398 | 774,280 | 895,712 | 893,658 | 888,214 | 1,063,237 | 1,448,942 | 1,541,057 | 1,251,057 | 879,900 | 11,632,739 |
| 1870..... | 1,004,597 | 850,192 | 1,004,597 | 1,211,150 | 1,180,933 | 1,076,674 | 1,251,940 | 1,507,479 | 1,570,067 | 1,107,084 | 1,107,084 | 1,001,987 | 13,581,471 |
| 1871..... | 892,093 | 830,287 | 1,142,166 | 1,112,190 | 1,268,444 | 1,251,951 | 1,157,056 | 1,037,974 | 1,305,673 | 1,371,780 | 1,140,145 | 846,708 | 13,555,467 |
| 1872..... | 706,025 | 753,782 | 858,359 | 929,077 | 1,177,897 | 1,139,284 | 1,034,393 | 1,237,513 | 1,259,282 | 1,306,338 | 1,037,964 | 773,491 | 12,203,401 |
| 1873..... | 655,428 | 602,182 | 767,641 | 787,641 | 1,094,101 | 962,899 | 851,846 | 1,099,337 | 1,251,574 | 1,047,318 | 1,006,235 | 852,422 | 11,008,277 |
| 1874..... | 774,856 | 714,122 | 846,394 | 900,376 | 1,074,779 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland, Col., Cin. and Indianapolis: | | | | | | | | | | | | | |
| 1865..... | 242,205 | 236,160 | 242,509 | 236,435 | 193,959 | 203,696 | 218,347 | 271,425 | 287,451 | 293,296 | 282,798 | 230,061 | 2,918,342 |
| 1866..... | 204,112 | 180,840 | 239,522 | 247,661 | 241,456 | 269,408 | 253,367 | 341,783 | 320,025 | 293,615 | 271,555 | 242,621 | 3,095,995 |
| 1867..... | 203,069 | 226,897 | 244,182 | 246,046 | 270,169 | 274,021 | 249,355 | 319,012 | 317,887 | 339,239 | 319,573 | 284,166 | 3,273,719 |
| 1868..... | 273,751 | 273,751 | 295,460 | 281,491 | 288,775 | 219,550 | 360,759 | 374,671 | 338,723 | 340,625 | 317,773 | 3,765,343 | ..... |
| 1869..... | 327,538 | 318,626 | 354,766 | 366,960 | 378,493 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Central: | | | | | | | | | | | | | |
| 1864..... | 327,900 | 416,588 | 459,762 | 423,797 | 406,373 | 510,100 | 423,578 | 640,179 | 799,236 | 661,391 | 667,141 | 603,402 | 6,329,447 |
| 1865..... | 571,536 | 528,972 | 516,665 | 516,608 | 460,573 | 617,682 | 578,403 | 747,469 | 739,736 | 641,589 | 643,887 | 518,088 | 7,181,208 |
| 1866..... | 603,053 | 505,266 | 505,465 | 411,605 | 569,250 | 567,679 | 480,626 | 578,253 | 571,348 | 661,971 | 588,219 | 504,066 | 6,646,741 |
| 1867..... | 647,120 | 524,871 | 471,071 | 440,271 | 477,027 | 516,493 | 525,242 | 709,327 | 738,530 | 823,901 | 727,510 | 613,329 | 7,160,992 |
| 1868..... | 587,443 | 536,165 | 444,443 | 518,800 | 572,551 | 626,249 | 549,714 | 794,325 | 889,967 | 931,530 | 685,401 | 681,041 | 7,517,069 |
| 1869..... | 659,138 | 524,693 | 709,645 | 568,282 | 640,975 | 778,261 | 696,228 | 841,363 | 979,401 | 914,406 | 814,413 | 696,677 | 8,825,482 |
| 1870..... | 623,383 | 661,789 | 601,328 | 665,087 | 684,539 | 712,647 | 627,216 | 899,052 | 901,235 | 903,225 | 811,708 | 697,751 | 8,678,958 |
| 1871..... | 624,744 | 629,617 | 658,598 | 620,228 | 713,162 | 718,722 | 707,992 | 836,041 | 890,287 | 753,184 | 755,456 | 685,131 | 8,401,142 |
| 1872..... | 642,466 | 527,098 | 572,176 | 547,988 | 636,373 | 641,410 | 616,680 | ..... | ..... | ..... | ..... | ..... | ..... |
| Marietta and Cincinnati: | | | | | | | | | | | | | |
| 1866..... | 90,411 | 85,447 | 84,351 | 81,181 | 96,388 | 103,373 | 98,043 | 106,921 | 104,866 | 113,504 | 112,952 | 123,802 | 1,201,239 |
| 1867..... | 94,136 | 78,976 | 92,910 | 92,768 | 90,526 | 96,535 | 106,594 | 114,716 | 121,217 | 142,823 | 132,387 | 123,353 | 1,278,713 |
| 1868..... | 92,483 | 81,599 | 98,482 | 108,461 | 95,416 | 95,924 | 108,413 | 126,556 | 121,519 | 125,065 | 119,169 | 121,085 | 1,294,095 |
| 1869..... | 98,517 | 91,666 | 103,568 | 109,526 | 111,033 | 118,648 | 114,496 | 129,888 | 140,473 | 132,869 | 131,019 | 109,629 | 1,390,822 |
| 1870..... | 90,177 | 98,275 | 101,379 | 106,246 | 110,213 | 111,117 | 111,127 | 118,407 | 132,998 | 153,551 | 144,023 | 141,376 | 1,418,869 |
| 1871..... | 130,883 | 126,224 | 140,740 | 118,173 | 119,650 | 115,115 | 118,572 | 127,341 | 166,191 | 175,438 | 172,567 | 169,820 | 1,690,714 |
| 1872..... | 152,577 | 142,408 | 150,784 | 145,858 | 158,717 | 154,587 | 149,550 | ..... | ..... | ..... | ..... | ..... | ..... |
| Michigan Central: | | | | | | | | | | | | | |
| 1865..... | 306,324 | 279,137 | 344,228 | 337,241 | 401,456 | 365,663 | 329,105 | 413,501 | 476,661 | 490,694 | 447,670 | 328,870 | 4,520,550 |
| 1866..... | 282,439 | 265,796 | 337,158 | 343,737 | 365,196 | 335,083 | 324,968 | 359,646 | 429,161 | 493,640 | 414,604 | 308,669 | 4,260,115 |
| 1867..... | 304,095 | 283,661 | 375,210 | 362,783 | 333,952 | 284,977 | 313,021 | 398,993 | 464,778 | 506,296 | 412,934 | 330,373 | 4,371,073 |
| 1868..... | 343,316 | 304,315 | 362,880 | 415,758 | 369,236 | 325,501 | 321,013 | 392,942 | 456,773 | 511,620 | 410,826 | 399,071 | 4,609,251 |
| 1869..... | 384,120 | 320,636 | 386,527 | 411,514 | 403,646 | 366,623 | 329,950 | 353,569 | 473,546 | 490,772 | 445,419 | 374,542 | 4,744,164 |
| 1870..... | 337,992 | 329,128 | 384,431 | 412,030 | 405,283 | 363,187 | 326,891 | 378,880 | 487,990 | 511,447 | 453,873 | 387,827 | 4,755,958 |
| 1871..... | 418,755 | 442,665 | 441,685 | 470,703 | 430,547 | 427,096 | 422,515 | 529,890 | 628,660 | 582,802 | 533,606 | ..... | ..... |
| 1872..... | 505,566 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Milwaukee and St. Paul: | | | | | | | | | | | | | |
| 1867..... | 319,763 | 240,755 | 267,143 | 316,266 | 401,900 | 369,356 | 365,412 | 350,565 | 751,738 | 1,101,771 | 775,616 | 438,323 | 6,683,608 |
| 1868..... | 369,228 | 321,203 | 338,508 | 436,412 | 565,718 | 458,191 | 423,398 | 522,682 | 1,024,405 | 1,037,464 | 559,917 | 468,880 | 6,517,646 |
| 1869..... | 454,590 | 330,400 | 420,951 | 460,288 | 630,544 | 678,923 | 586,531 | 525,547 | 724,732 | 1,040,102 | 801,135 | 495,651 | 7,250,069 |
| 1870..... | 396,171 | 382,823 | 377,671 | 443,132 | 730,700 | 755,737 | 636,434 | 661,020 | 808,318 | 908,313 | 791,014 | 529,758 | 7,420,421 |
| 1871..... | 396,760 | 327,431 | 377,371 | 483,884 | 662,367 | 658,018 | 451,113 | 506,557 | 815,345 | 841,150 | 644,625 | 473,295 | 6,665,056 |
| 1872..... | 460,985 | 387,625 | 426,192 | 474,183 | 580,432 | ..... | 488,348 | ..... | ..... | ..... | ..... | ..... | ..... |
| Ohio and Mississippi: | | | | | | | | | | | | | |
| 1864..... | 210,329 | 260,466 | 309,261 | 269,444 | 224,963 | 223,242 | 268,177 | 302,596 | 332,400 | 278,066 | 346,243 | 275,950 | 3,311,077 |
| 1865..... | 229,139 | 239,139 | 313,914 | 271,627 | 290,916 | 304,463 | 349,285 | 344,700 | 356,348 | 372,618 | 412,553 | 284,319 | 3,795,005 |
| 1866..... | 267,541 | 246,109 | 326,236 | 277,424 | 283,130 | 253,925 | 247,262 | 305,454 | 278,701 | 310,762 | 302,426 | 281,613 | 3,350,583 |
| 1867..... | 242,703 | 219,065 | 279,647 | 284,729 | 282,989 | 240,135 | 224,633 | 322,521 | 365,371 | 379,367 | 336,066 | 272,603 | 3,459,319 |
| 1868..... | 211,973 | 231,351 | 265,905 | 252,149 | 204,620 | 217,082 | 194,455 | 287,557 | 367,122 | 283,329 | 274,637 | 253,661 | 2,964,041 |
| 1869..... | 180,366 | 216,080 | 221,459 | 214,409 | 218,639 | 223,236 | 192,364 | 275,220 | 292,603 | 328,044 | 298,027 | 254,890 | 2,915,543 |
| 1870..... | 196,787 | 218,234 | 253,065 | 270,934 | 246,266 | 219,987 | 211,219 | 300,971 | 318,957 | 355,187 | 315,054 | 250,471 | 3,158,137 |
| 1871..... | 245,982 | 258,544 | 384,599 | 243,650 | 222,263 | 180,241 | 211,352 | 288,989 | 325,379 | 330,991 | ..... | ..... | ..... |
| Pacific of Missouri: | | | | | | | | | | | | | |
| 1869..... | 194,112 | 207,302 | 204,302 | 278,247 | 264,273 | 249,349 | 184,411 | 262,515 | 350,613 | 623,239 | 298,708 | 271,207 | 3 |

United States Rolling Stock Company. To the Shareholders of the United States Rolling Stock Company:

In submitting the first Semi-annual Report of the affairs of this Company, I have to congratulate the Shareholders upon the promising aspect of their affairs. Circumstances beyond the control of the Board of Managers have, it is true, delayed the operations of the Company beyond the period anticipated for their commencement, and have thereby prevented the investment of any large part of its capital or the accumulation of any large amount of income during the half year just past; but the obstacles have all been of a merely temporary character, and the permanent success of the Company seems well assured.

The most serious delay was suffered from the numerous prior engagements of the leading car works of the United States, which prevented this Company from making contracts for early delivery unless at extravagant figures, or with inferior builders. The policy adopted by the Board was not to force their contracts, but to be ready with large orders to first class car works whenever the latter were in a position to accept them. Under this system the Company has succeeded in contracting, on the most favorable terms, for stock amounting at contract prices to \$4,960,866 60—none of which could be duplicated to-day at a less advance than an average of ten per cent. The prices of locomotives have advanced no less than thirty per cent. between the earliest contracts and the later ones, and a further material advance has taken place since.

Not only was the Company unavoidably delayed in making its contracts, but the builders themselves were, in many instances, unable to comply with the dates of delivery agreed upon, owing to the unprecedented fluctuations in the labor market, and the long continued strikes and other disturbances. An additional element of delay was introduced by the uncertainty as to the time of adopting the narrow gauge on the Atlantic and Great Western Railroad, for which the major part of our rolling stock is destined. But all these difficulties have been overcome, and the Company is now in fair working order.

The earliest deliveries were made to the Company in February, and the total amount delivered to June 30, 1872, is only \$785,361 60—all of which is leased at handsomely paying rates to four different Companies. The annual gross rental on this amount of stock is \$226,725.

The amount of stock under contract up to June 30, and to be delivered during the balance of this year, chiefly in August and September, is \$3,314,380—the annual gross rental on which will be \$767,175—making a total annual gross rental for stock already leased and contracted for, up to June 30, 1872, of \$993,900.

The stock contracted for since June 30, 1872, amounts to the further sum of \$910,625—on which the annual gross rental will produce the additional sum of \$230,625, or a prospective gross annual income from entire stock of \$1,224,525. It must, however, be borne in mind that none of our stock can, during the present year, earn a full year's rental—the earliest deliveries being in February, the heaviest in August and September, a considerable portion in November and December, while the contracts completed since July 1st call for deliveries even in the first months of the year 1873. The actual gross earnings of the Company for the balance of the present year cannot, therefore, be estimated to exceed the sum of \$364,750, provided the delivery dates are fully complied with—which cannot, however, under existing circumstances, be relied upon with any degree of certainty.

In order to meet the payments falling due under the contracts specified, the Board of Trustees have decided to issue the balance (\$2,500,000) of the Capital Stock originally subscribed for. The instalments will be so arranged as to meet as nearly as possible the maturity of the contracts, and thus save all unnecessary loss of interest.

The income of the Company up to June 30th, 1872, has been as follows:

| | |
|----------------------|-------------------|
| From interest..... | \$19,549 06 |
| " gross rentals..... | 42,464 77 |
| | <hr/> \$62,013 83 |

out of which an interim dividend of 3 per cent. for the six months, according to date of instalment, has been declared and paid. The expenses of the Company of every description for the half year have been \$23,259 37. They will be larger during the present half year, owing to the increased number of persons employed both in the office and in connection with the construction and supervision of the Rolling Stock of the Company.

The question of still further increasing the capital of the Company, and entering upon the complete construction of Rolling Stock, as a permanent part of the Company's business, has been under discussion by the Board of Managers, but the magnitude of the interests involved has prevented any decision from being arrived at. Before the annual Stockholders' meeting of 1st of November the managers will be prepared to submit such recommendations as they may in the meantime determine upon. To a certain extent the Company has from its commencement been engaged in manufacturing, by purchasing all the essential parts of the Rolling Stock (wheels, axles, springs, &c., &c.) separately, and setting up the stock under the supervision of its own Superintendent, thereby saving a liberal percentage on the entire cost. What amount of further saving can be made, by establishing complete works of our own, is the question now to be decided.

Referring to the statistical report of Mr. Barton, your efficient Superintendent, submitted herewith, it will be seen that the Company's operations promise net earnings exceeding 20 per cent. per annum on the capital employed; but shareholders are reminded that, by the terms on which this Company was constituted, the Atlantic and Great Western Railroad is entitled, during seven years, to a rebate of two fifths of all profits over 12 per cent.

I am, very respectfully,

GEO. B. MCLELLAN, President.

New York, July 22, 1872.

Commerce of Philadelphia.

The total value of goods imported at the port of Philadelphia for the fiscal year ending June 30, 1872, is \$20,383,853, of which \$1,276,810 was free of duty. There was in addition imported into the port of New York and transmitted to this port without appraisement, \$2,987,940, making the total receipts of foreign goods paying duty here \$23,376,793, against \$17,728,006 in the preceding year. Of the imports landed directly at this port \$10,802,618 was in foreign vessels and \$9,581,235 in American vessels. The nationality of the vessels are entered as 523 American, 324 British, 76 German, 65 Swedish, 22 Italian, 18 Spanish, 12 Portuguese, 11 Russian, 5 Dutch, 3 Austrian, 2 Danish, and 1 each French and Nicaragua, giving a total number of 1063 vessels, of an aggregate tonnage of 480,852 tons.

The total value of domestic exports from the port of Philadelphia for the fiscal year ending June 30 last, is \$20,982,876, of which \$14,297,703 was in foreign vessels, and \$6,685,173 in American vessels. The exports of the previous fiscal year amounted to \$17,903,202, of which \$11,517,546 was in foreign vessels and \$6,385,656 in American vessels. Over 8¾ millions of the exports for 1871-2 were to Germany, Belgium and Holland. Of the total exports \$12,626,084 was in petroleum, covering something over 56,000,000 gallons, an excess of 2¼ million gallons over that of the previous year.

The total customs duties received at the port of Philadelphia for the fiscal year ending June 30, 1872, were \$3,533,570, against \$7,196,736 the previous year, an increase of \$1,386,834.—*Philadelphia Ledger.*

Through trains have commenced running from Ashtabula direct to Oil City, over the Ashtabula, Jamestown and Franklin Railway.

Debt of Arkansas.

The following is an official statement of the Debt of Arkansas, on the 31st of July, 1872:

| | |
|--|-----------------|
| Six per cent. Funded Debt Bonds representing total of Funded Debt when all outstanding bonds are exchanged..... | \$4,520,000 |
| Deduct Unfunded Bonds held by Government of U. S. for account of Indian Trust Fund, and offset by claims due from General Government to State of Arkansas..... | \$1,200,000 |
| Deduct also Unfunded Bonds in hands of creditors or destroyed..... | 470,000 |
| | <hr/> 1,670,000 |

| | |
|--|-----------------|
| Leaves Funded Debt Bonds issued or exchanged to date..... | \$2,850,000 |
| Seven per cent. State Aid Railroad Bonds authorized to be issued, (limited to 850 miles of Railroad) \$11,400,000—amount issued to date..... | 4,350,000 |
| Seven per cent. Levee Bonds issued for the construction of Levees, being total of issue authorized..... | \$3,000,000 |
| Less amount retired and cancelled by conversion into lands to date..... | 815,000 |
| | <hr/> 2,185,000 |
| Seven per cent. Ten Year Deficiency Bonds..... | 300,000 |
| Outstanding Treasurer's Certificates and Auditor's warrants..... | 200,000 |

Total State Debt.....\$9,885,000

Against this indebtedness are present available assets as follows, viz:

| | |
|---|-------------|
| Mortgages held by State on highly improved Cotton plantations estimated will realize..... | \$3,000,000 |
| Lands owned by the State, valued at..... | 1,500,000 |
| Railroad lines and property subject to lien in respect of State Aid Bonds pledged or awarded to Railroad Companies covering 850 miles. \$11,400,000 Less by amount of State Aid Bonds yet unissued, covering 490 miles..... | 7,050,000 |

| | |
|---|-----------|
| Balance, or State Aid Bonds issued to date, covering 360 miles..... | 4,350,000 |
| Amount due from Memphis and Little Rock Railroad Co..... | 140,000 |

Total assets.....\$8,990,000

The Euphrates Valley Railway.

The report from the select committee on the suggested new railway to India has been issued to-day. The committee are of opinion that the two routes, by the Red Sea and by the Persian Gulf, might be maintained and used simultaneously; that at certain seasons and for certain purposes the advantage would lie with the one, and at other seasons and for other purposes it would lie with the other; that it may fairly be expected that in process of time traffic enough for the support of both would develop itself, but that this result must not be expected too soon; that the political and commercial advantages of establishing a second route would at any time be considerable, and might, under possible circumstances, be exceedingly great; and that it would be worth the while of the English Government to make an effort to secure them considering the moderate pecuniary risk which they would incur. They believe that this may best be done by opening communications with the Government of Turkey.—*London Globe, Aug. 2.*

The Central Pacific Railroad Company contemplate building a road from Foans to Tin, tic. It is expected to be completed within the year.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|
| Albany and Susq.* 100 | \$3,087,800 | J. & J. | July '72 34 | Little Miami.* 50 | \$5,871,450 | J. & J. | July '72 2 | Warren (N. J.) 100 | \$1,800,000 | J. & D. | Dec. '71 34 |
| Allegheny Valley 50 | 2,263,350 | J. & J. | July '71 4 | Little Schuylkill* 50 | 2,646,100 | J. & J. | July '72 34 | Warwick Valley 100 | 225,000 | A. & O. | Apr. '72 24 |
| Atlanta and West Point 100 | 1,232,200 | J. & J. | July '71 4 | Long Island 50 | 8,000,000 | M. & S. | Sept. '71 3 | West Jersey 100 | 1,209,000 | F. & A. | Feb. '72 4 |
| Atlantic and Gulf 100 | 3,691,200 | J. & J. | July '71 34 | Louisv. Cin. and Lex. 50 | 1,023,483 | J. & J. | July '69 3 | Winchester and Potomac* 100 | 180,000 | J. & J. | July '72 3 |
| Atlantic and St. Law.* 100 | 821,664 | M. & S. | Sept. '72 2 | Louisville & Nashville 100 | 8,680,912 | F. & A. | Aug. '72 4 | Winchester & Strasburg* 100 | 500,000 | J. & J. | July '72 34 |
| Avon, Genesee & Mt. M.* 100 | 1,500,000 | A. & O. | Apr. '72 14 | Louisv. N. Alb. & Chi. 100 | 8,000,000 | J. & D. | Dec. '70 3 | Worcester and Nashua. 75 | 1,400,555 | J. & J. | July '72 36 |
| Baltimore and Ohio 100 | 13,151,962 | M. & N. | May '72 5 | Lowell and Lawrence 100 | 200,000 | A. & O. | Apr. '71 3 | HORSE-POWER R. R. | | | |
| Washington Br. pref. 100 | 1,650,000 | A. & O. | Apr. '72 5 | Lykens Valley 100 | 600,000 | F.M.A.N. | May '72 24 | Albany City 100 | 110,300 | — & — | — 24 |
| Parkersburg Br. pref. 50 | 5,680,685 | J. & J. | July '72 14 | Macon and Western 100 | 2,500,000 | J. & D. | Dec. '71 5 | Baltimore City 100 | 800,000 | F. & A. | Aug. '72 1 |
| Berkshire 100 | 600,000 | J. & J. | July '72 14 | Maine Central 100 | 3,400,500 | — & — | — | Bleeker st. & F. Fy. (N.Y.) 100 | 900,000 | — & — | — |
| Blossburg & Corning.* 50 | 250,000 | J. & D. | June '72 24 | Manchester and Law 100 | 1,000,000 | M. & N. | May '72 5 | Boston and Chelsea 100 | 110,000 | A. & O. | Apr. '72 4 |
| Boston and Albany 100 | 19,604,100 | M. & N. | May '72 5 | Marquette & Cincinnati 50 | 1,372,891 | — & — | — | Broadway (Brooklyn) 100 | 200,000 | J. & J. | July '72 3 |
| Bos., Cin. & Fitchb. pref. 100 | 633,200 | J. & J. | July '71 3 | Massachusetts 100 | 8,130,719 | M. & S. | Sept. '66 3a | Broadw. & 7th Av. (N.Y.) 100 | 2,100,000 | J. & D. | Jun. '70 |
| Agricultural Br. guar. 100 | 800,000 | M. & N. | May '72 3 | Massachusetts 100 | 4,460,368 | M. & S. | Sept. '66 3a | Brooklyn City 100 | 1,500,000 | F.M.A.N. | Nov. '71 3 |
| Bost., Conn. & Mont.* pref. 100 | 800,000 | M. & N. | May '72 3 | Memphis & Charleston* 25 | 5,312,725 | J. & D. | Jan. '69 3 | Brooklyn City & Newt. 100 | 600,000 | J. & J. | July '70 |
| Boston and Lowell 500 | 2,216,000 | M. & N. | May '72 3 | Michigan Central 100 | 14,685,848 | J. & J. | July '72 5 | Brooklyn and Jamaica 100 | 488,100 | — & — | — |
| Boston and Maine 500 | 5,000,000 | M. & N. | May '72 5 | Mill Creek & Mineh. 1* 50 | 323,375 | J. & J. | July '72 5 | Bushwick (Brooklyn) 100 | 302,000 | J. & J. | July '71 34 |
| Boston and Providence 100 | 3,950,000 | M. & N. | May '72 5 | Milwaukee and St. Paul 100 | 11,822,878 | J. & J. | Dec. '70 7a | Cambridge 100 | 727,800 | A. & O. | Apr. '72 4 |
| Buffalo, N. Y. & Erie* 100 | 60,000 | J. & D. | June '72 34 | Milwaukee and St. Paul 100 | 10,825,103 | F. & A. | Aug. '72 34 | Can. Park, N. & E. Riv. 100 | 1,065,400 | A. & O. | Oct. '67 2 |
| Burlington and Mo. Riv. 100 | 1,380,000 | J. & J. | July '72 4 | M. Hill & Schuyl. Hav.* 50 | 3,856,450 | J. & J. | July '72 34 | Citizens' (Phg.) 50 | 600,000 | J. & J. | July '72 7 |
| Burlington and Mo. Riv. 100 | 1,380,000 | J. & J. | July '72 4 | Morris and Essex* 50 | 11,900,950 | J. & D. | June '72 34 | Citizens' (Phg.) 50 | 200,000 | M. & N. | Nov. '71 7 |
| Camden and Amboy* 100 | 5,847,800 | J. & J. | July '72 24 | Nashua and Lowell 100 | 800,000 | M. & N. | May '72 5 | Joney Island & Brookl. 100 | 500,000 | — & — | — |
| Camden and Atlantic 100 | 377,100 | — & — | — | Nesquehoning Valley* 50 | 1,864,400 | F. & A. | Feb. '71 6 | O. Dock, E. Bdw. & Bat. 100 | 1,200,000 | F.M.A.N. | Aug. '72 2 |
| Cape Cod 50 | 752,700 | J. & J. | Jan. '72 24 | Newark and N. York* 100 | 1,000,000 | M. & S. | Sept. '72 5 | Eighth Avenue (N.Y.) 100 | 1,000,000 | J. & J. | Oct. '71 3 |
| Cape May and Millville* 50 | 447,000 | J. & D. | June '72 3 | N. Bedford & Taunton 100 | 977,400 | M. & S. | Sept. '72 5 | Elizabeth and Newark 100 | 248,000 | M. & N. | Nov. '71 3 |
| Catawba & Fagels* 50 | 426,300 | Novemb. | Nov. '71 6 | N. Castle & Beaver Val.* 50 | 1,600,000 | M. & N. | May '72 4 | Frankf. & Southw. (Ph.) 50 | 491,750 | J. & J. | July '72 4 |
| Catawba 50 | 1,190,600 | — & — | — | N. Haven & Northamp. 100 | 605,000 | J. & J. | Aug. '69 12 | Germantown (Ph.) 50 | 1,000,000 | J. & J. | July '72 3 |
| Central and Atlantic 50 | 2,200,000 | M. & N. | May '72 34 | New Jersey* 100 | 7,295,200 | J. & J. | Sept. '72 3 | Girard College (Ph.) 50 | 500,000 | J. & J. | July '71 8 |
| Cayuga and Susq.* 50 | 599,110 | J. & J. | July '72 4 | New London Northern* 100 | 1,003,500 | J. & J. | Jan. '72 4 | Grand St. and Newton 100 | 170,000 | J. & J. | July '71 2 |
| Cedar Rapids & Mo. R.* 100 | 6,850,400 | M. & N. | May '72 14 | N. Y. Cen. & Hudson R. 100 | 45,000,000 | A. & O. | Apr. '72 4 | Green & Coates St. (Ph.) 50 | 500,000 | J. & J. | July '72 1 |
| Central of Georgia 100 | 4,666,800 | J. & D. | June '72 5 | N. Y. Cen. & Hudson R. 100 | 44,428,330 | A. & O. | Apr. '72 4 | Heston, Mantau & Fairm. 50 | 2,050,000 | J. & J. | July '72 4 |
| Central of New Jersey 100 | 15,000,000 | J. & J. | July '72 24 | New York and Harlem 100 | 8,500,000 | J. & J. | July '72 4 | Lomb. & South St. (Ph.) 25 | 105,000 | A. & O. | Oct. '71 6 |
| Central Ohio* 50 | 2,425,000 | J. & D. | June '72 3 | N. York & New Haven 100 | 1,600,000 | J. & J. | July '72 4 | Lynn and Boston 100 | 200,000 | — & — | — |
| Chemung* 100 | 480,000 | J. & J. | July '72 3 | N. York & New Haven 100 | 9,000,000 | J. & J. | July '72 4 | Malden and Melrose 100 | 200,000 | — & — | — |
| Chesapeake, preferred 100 | 2,100,000 | J. & J. | July '72 2 | N. Y. Prov. & Boston 100 | 2,000,000 | J. & J. | July '72 4 | Metropolitan (Boston) 50 | 1,250,000 | J. & J. | July '72 5 |
| Chicago and Alton 100 | 915,570 | M. & S. | Mar. '72 5 | Nig. Bridge & Canard* 100 | 1,000,000 | J. & J. | July '72 3 | Middlesex (Boston) 100 | 400,000 | A. & O. | Apr. '72 3 |
| Chicago and Burlington 100 | 2,425,400 | M. & S. | Mar. '72 5 | North Carolina* 100 | 4,000,000 | Irregular. | — | Ninth Avenue (N. Y.) 100 | 197,320 | — & — | — |
| Chicago, Iowa & Nebraska* 100 | 3,916,330 | J. & J. | July '72 4 | N. Eastern (N. C.) pref. 100 | 111,000 | M. & N. | May '67 4 | Orange and Newark 100 | 282,555 | — & — | — |
| Chicago & N. Western 100 | 14,720,950 | J. & D. | June '71 4 | North Pennsylvania 50 | 3,150,150 | January. | Jan. '72 5a | Philadelphia City 50 | 760,000 | J. & J. | July '71 3 |
| Chicago, R. I. & Pacific 100 | 19,000,000 | A. & O. | Apr. '72 4 | Northern Central 50 | 5,000,000 | M. & N. | May '72 3 | Philadelphia and Darby 20 | 200,000 | J. & J. | July '71 2 |
| Cin. Ham. & Dayton* 100 | 3,500,000 | A. & O. | Apr. '72 4 | N. rhern N. Hampsh. 100 | 3,068,400 | J. & D. | June '72 4 | Phila. and Grey's Ferry 50 | 284,775 | J. & J. | July '72 24 |
| Cin. Sand. & Cleve.* 50 | 2,967,840 | A. & O. | Apr. '72 10a | Northern New Jersey* 100 | 1,000,000 | J. & D. | Jan. '72 4 | Phg. Alleg. & Manchester 50 | 200,000 | M. & N. | Nov. '69 8 |
| Clev. Col. Cin. & Ind. 100 | 13,944,000 | F. & A. | Aug. '72 34 | Norwich & Worcester* 100 | 2,384,400 | J. & J. | July '72 5 | Second Avenue (N. Y.) 100 | 888,100 | J. & J. | July '72 5 |
| Cleveland & Mahoning* 50 | 2,067,500 | M. & N. | Aug. '72 34 | Ogdensh. & L. Champl.* 100 | 3,061,800 | J. & J. | July '72 34 | Second & Third St. (Ph.) 50 | 962,100 | J. & J. | July '72 5 |
| Cleveland & Pittsburgh* 50 | 7,404,500 | F.M.A.N. | May '72 24 | Ohio and Mississippi 100 | 2,000,000 | A. & O. | Apr. '72 4 | 17th & 19th streets (Ph.) 50 | 500,000 | J. & J. | July '71 2 |
| Col. Chic. & Ind. Cen. 100 | 13,000,000 | J. & J. | July '72 24 | Oil Cr. & Allegheny R. 50 | 4,024,474 | J. & D. | June '72 4 | Sixth Avenue (N. Y.) 100 | 750,000 | M. & N. | May '71 5 |
| Columbus and Xenia* 50 | 1,800,000 | F. & A. | Aug. '72 5 | Old Colony & Newport 100 | 4,259,450 | J. & J. | July '72 4 | Third Avenue (N. Y.) 100 | 1,170,000 | F.M.A.N. | Aug. '71 4 |
| Colum. & Hocking Val. 100 | 848,964 | F. & A. | Aug. '72 5 | Oswego and Syracuse* 100 | 4,969,020 | J. & J. | July '72 34 | 13th & 15th street (Ph.) 50 | 1,000,000 | J. & J. | July '72 14 |
| Concord 100 | 1,600,000 | M. & N. | May '72 5 | Pacific of Missouri 100 | 3,635,750 | — & — | — | Somerville (Boston) 100 | 75,000 | M. & N. | May '72 8 |
| Concord and Ports* 100 | 850,000 | J. & J. | July '72 34 | Panama 100 | 7,000,000 | J. & J. | July '72 24 | South Boston 100 | 400,000 | J. & J. | July '72 24 |
| Conn. & Passaic R. Riv. 100 | 2,084,200 | F. & A. | Aug. '72 3 | Paterson and Hudson* 100 | 630,000 | J. & J. | July '72 4 | Union (Boston) 100 | 200,000 | — & — | — |
| Connecticut River 100 | 1,700,000 | J. & J. | July '72 5 | Paterson and Newark* 100 | 600,000 | J. & J. | July '72 4 | Union (Phila.) 50 | 400,000 | J. & J. | Jan. '72 5 |
| Cooperstown and Susq. 100 | 607,583 | J. & J. | July '72 5 | Paterson and Ramapo* 100 | 248,000 | J. & J. | Jan. '72 2 | West Philadelphia 50 | 400,000 | J. & J. | July '72 8 |
| Cumberland and Del. 100 | 1,820,000 | A. & O. | Apr. '72 4 | Pemb. & Hightstown* 50 | 342,150 | J. & J. | Jan. '71 3 | CANALS. | | | |
| Cumby and N. W. 50 | 400,000 | M. & S. | Dec. '71 4 | Pennsylvania 50 | 39,500,000 | M. & N. | May '72 5 | Chesapeake & Delaware 50 | 1,983,563 | J. & D. | June '72 3 |
| Delaware* 100 | 1,230,941 | J. & J. | Jan. '72 3 | Peoria & Bureau Val.* 100 | 1,200,000 | F. & A. | Feb. '72 4 | Chesapeake and Ohio 25 | 8,229,694 | — & — | — |
| Del., Lackaw. & Westn. 50 | 18,808,550 | J. & J. | July '72 24 | Philadelphia and Erie* 50 | 6,004,300 | J. & J. | Jan. '72 4 | Delaware Division 50 | 1,633,350 | F. & A. | Aug. '72 4 |
| Detroit & Milwaukee* 50 | 2,090,000 | J. & J. | Jan. '72 2 | Phil. Ger. & Norristown* 50 | 1,626,250 | M. & S. | June '72 3 | Delaware and Hudson 100 | 15,000,000 | F. & A. | Aug. '72 5 |
| Dubuque & Sioux City* 100 | 5,000,000 | J. & J. | Jan. '72 2 | Phil. & Trenton* 100 | 1,259,100 | J. & J. | July '72 24 | Delaware and Raritan* 100 | 5,847,400 | J. & J. | July '72 24 |
| East Pennsylvania* 50 | 1,309,200 | J. & J. | Jan. '72 4 | Phila. Wil. & Balt. 50 | 9,562,650 | J. & J. | July '72 4 | Erie of Pennsylvania 50 | 64,000 | — & — | — |
| East Mahanoy* 50 | 392,950 | J. & J. | Jan. '72 3 | Pittsb. Ft. W. & Chi.* 100 | 19,174,285 | J. & J. | July '72 14 | Lehigh Coal & Navigat. 50 | 8,739,800 | M. & N. | May '67 3 |
| Eastern (Mass.) 100 | 4,060,000 | J. & J. | July '71 4 | Pittsb. Special Imp. 100 | 2,000,000 | J. & J. | July '72 14 | Monongahela Navigat. 50 | 1,003,500 | J. & J. | July '71 5 |
| Eastern (N. H.) 100 | 492,500 | J. & J. | July '71 4 | Pittsfield & N. Adams 100 | 41,000 | J. & J. | Jan. '72 3 | Morris (consolidated) 100 | 1,025,000 | F. & A. | Aug. '72 2 |
| Elmira, Jef. & Canand* 100 | 800,000 | F. & A. | Aug. '72 24 | Portland and Keamebec 100 | 616,700 | J. & J. | Jan. '72 3 | (preferred) 100 | 1,175,000 | F. & A. | Aug. '72 5 |
| Elmira & Williamsport* 50 | 500,000 | M. & N. | May '72 24 | Yarmouth certificates 100 | 202,400 | A. & O. | Apr. '72 3 | Pennsylvania 50 | 4,337,950 | — & — | — |
| Erie 100 | 8,000,000 | F. & A. | Feb. '70 4 | Portl. & Saco & Portsm. 100 | 1,500,000 | J. & J. | July '72 5 | Schuyl. Nav. (common)* 50 | 1,908,207 | F. & A. | Feb. '72 25c |
| Erie Railway 100 | 8,539,910 | J. & J. | July '72 34 | Providence & Worcester 100 | 2,000,000 | J. & J. | July '72 5 | (pref.) 50 | 2,888,977 | F. & A. | Feb. '72 60c |
| Erie and Pittsburgh* 50 | 1,090,250 | M. & S. | Sept. '72 14 | Raleigh and Gaston 100 | 1,600,000 | J. & J. | July '71 6 | Susq. and Tide Water 50 | 2,002,746 | — & — | — |
| Fitchburg 100 | 3,400,000 | J. & J. | July '72 4 | Rensselaer & Saratoga* 100 | 6,000,000 | J. & J. | July '72 34 | Union 50 | 2,907,850 | — & — | — |
| Georgia 100 | 1,165,000 | J. & J. | July '72 4 | Roch. & Genesee Val.* 110 | 557,500 | — & — | — | W. Branch and Susq. 50 | 1,100,000 | J. & J. | Jan. '65 - |
| Grand River Val.* guar. 100 | 1,000,000 | — & — | — | Rome, Watert. and Ogd. 100 | 2,997,800 | J. & J. | July '72 4 | MISCELLANEOUS. | | | |
| Grand Trunk, (Ca.) 100 | 18,977,946 | A. & O. | Apr. '72 3 | Rutiana* 100 | 2,700,000 | — & — | — | Adams Express 100 | 10,000,000 | M. & S. | Sept. '72 2 |
| Great Western, (Ca.) 100 | 19,237,404 | F. & A. | Aug. '70 34 | St. Croix and Penobscot 100 | 4,300,000 | F. & A. | Aug. '72 34a | American Coal 25 | 1,500,000 | M. & S. | Mar. '72 3 |
| Hanover & St. Joseph 100 | 4,151,700 | F. & A. | Aug. '70 34 | St. L., Alt. & T. Haute 100 | 2,300,000 | J. & J. | July '71 2 | Am. Merch. Union Exp. 100 | 18,000,000 | J. & J. | Jan. '72 3 |
| Hanover Branch, (Ca.) 50 | 116,560 | M. & N. | May '72 5 | Saratoga and Schenec.* 100 | 300,000 | A. & O. | Apr. '72 34 | Ashburton Coal 50 | 2,500,000 | J. & D. | Dec. '66 4 |
| Harrisburg & Lancaster* 100 | 1,182,500 | J. & J. | July '72 34 | Schuylkill Valley* 50 | 678,050 | J. & J. | July '72 24 | Atlantic Mail Steamship 100 | 4,000,000 | M. & S. | Dec. '67 24 |
| Hartford & New Haven 100 | 3,300,000 | J. & J. | July '72 3 | Seaboard and Roanoke 100 | 1,151,400 | M. & N. | Nov. '70 | Brunswick City 100 | 1,000,000 | — & — | — |
| Housatonic, pref. 100 | 1,600,000 | J. & J. | July '72 4 | Shamokin V. & Pottav.* 50 | 889,450 | F. & A. | Aug. '71 3 | Butler Coal 100 | 600,000 | J. & D. | Dec. '69 85c |
| Huntingdon & B'd Top. 50 | 610,000 | — & — | — | Shore Line* 100 | 995,800 | J. & J. | Jan. '72 54 | Canton 1 | | | |

NATIONAL AND STATE SECURITIES.

| | Amounts outstanding. | Rate. | Payable. | Interest. | WHEN PAY-ABLE. | Market Price. | | Amounts outstanding. | Rate. | Payable. | Interest. | WHEN PAY-ABLE. | Market Price. | |
|---|----------------------|-------|----------------|-----------|----------------|---------------|---|----------------------|-------|---------------|-----------|----------------|---------------|--|
| | | | | | | | * Indicates that no interest is paid. | | | | | | | |
| National Securities Aug. 1, 1872. | | | | | | | | | | | | | | |
| Loan of June 14, 1868.....registered | \$6,045,000 | 5 | Jan. & July. | 1874 | 109 1/2 | | Maryland—Eastern Shore R. R. Loan..... | 20,131 | 5 | J. A. J. & O. | 1890 | | | |
| coupon | 13,055,000 | 5 | " | 1874 | 110 | | .. — Defense Loan Bonds..... | 3,651,398 | 6 | " | 1883 | 105 | | |
| Loan of February 8, 1861.....registered | 13,737,000 | 6 | Jan. & July. | 1880 | 115 1/2 | | .. — Southern Relief Bonds..... | 100,000 | 6 | " | 1873 | | | |
| coupon | 4,678,000 | 6 | " | 1880 | 118 1/2 | | Massachusetts—State Scrip..... | 324,000 | 5 | Jan. & July. | 74-75 | | | |
| Oregon War Bonds of March 2, 1861.....coupon | 945,000 | 6 | Jan. & July. | 1881 | 109 1/2 |  | .. .. | 275,000 | 5 | April & Oct. | 73-74 | | | |
| Loan of July 1, and Aug. 3, 1861.....registered | 125,331,450 | 6 | Jan. & July. | 1881 | 115 1/2 |  | .. .. | 320,000 | 5 | May & Nov. | 72-80 | 98 1/2 | | |
| coupon | 63,989,750 | 6 | " | 1881 | 118 1/2 |  | .. .. | 133,000 | 6 | June & Dec. | 72-77 | 107 1/2 | | |
| Loan of Feb. 25, 1862 (5-20s).....registered | 33,821,300 | 6 | May & Nov. | 1882 | 116 1/2 | | .. — Union Fund Loan of 1861..... | 3,000,000 | 6 | Jan. & July. | 71-76 | | | |
| coupon | 240,004,750 | 6 | Jan. & July. | 1882 | 116 1/2 | | of 1863 | 600,000 | 6 | " | 77-78 | | | |
| Loan of March 3, 1863.....registered | 53,427,850 | 6 | Jan. & July. | 1881 | 115 1/2 | | .. — Coast Defense Loan..... | 588,000 | 5 | " | 1883 | | | |
| coupon | 21,572,150 | 6 | Jan. & July. | 1881 | 118 1/2 | | .. — Bounty Loan of 1863..... | 200,000 | 5 | " | 1883 | 99 1/2 | | |
| Loan of March 3, 1864 (5-20s).....registered | 2,349,500 | 6 | May & Nov. | 1884 | 116 1/2 | | of 1864 | 4,379,500 | 5 | May & Nov. | 1894 | 99 1/2 | | |
| coupon | 34,657,000 | 6 | May & Nov. | 1884 | 116 1/2 | | .. — War Loan (cur. 5-20 yr.)..... | 3,505,000 | 6 | Mar. & Sept. | 1886 | 100 | | |
| Loan of June 30, 1864 (5-20s).....coupon | 37,878,150 | 6 | May & Nov. | 1884 | 116 1/2 | | .. — Western R. R. Loan, (stg.)..... | 761,816 | 6 | April & Oct. | 1871 | | | |
| Loan of March 3, 1865 (5-20s).....registered | 39,346,650 | 6 | May & Nov. | 1885 | 116 1/2 | | .. — T. & G. R. R. & Hoosac T. stg. | 3,505,580 | 5 | " | 88-90 | | | |
| coupon | 120,078,100 | 6 | " | 1885 | 115 1/2 |  | .. .. | 965,500 | 5 | " | 91-98 | 97 1/2 | | |
| 2d series (5-20s).....registered | 62,131,300 | 6 | Jan. & July. | 1885 | 115 1/2 | | .. — Southern Vermont R. R..... | 200,000 | 5 | Jan. & July. | 1871 | | | |
| coupon | 158,560,550 | 6 | " | 1885 | 115 1/2 | | .. — Eastern R. R..... | 50,000 | 5 | " | 1877 | | | |
| 3d series (5-20s).....registered | 92,338,500 | 6 | Jan. & July. | 1887 | 115 1/2 | | .. — Norwich & Worcester..... | 400,000 | 6 | " | 1877 | | | |
| coupon | 227,877,050 | 6 | " | 1887 | 115 1/2 | | .. — Bos., Hartf. & Erie (stg.)..... | 3,699,024 | 5 | " | 1900 | | | |
| 4th series (5-20s).....registered | 13,392,000 | 6 | Jan. & July. | 1888 | 115 1/2 | | Michigan—Renewal Loan Bonds..... | 160,000 | 6 | " | 1878 | | | |
| coupon | 25,865,450 | 6 | " | 1888 | 115 1/2 | | .. — Two Million Loan Bonds..... | 1,621,000 | 6 | " | 73-83 | | | |
| Loan of March 3, 1864, (10-40s).....registered | 139,573,100 | 5 | Mar. & Sept. | 1904 | 109 1/2 | | .. — War and Bounty Loan Bonds..... | 478,000 | 7 | May & Nov. | 1890 | | | |
| coupon | 55,994,200 | 5 | " | 1904 | 113 | | .. — Sault St. Marie Canal Bonds..... | 85,000 | 7 | Jan. & July. | 1879 | 100 | | |
| Consols of July 14, '70 & Jan. 20, '71 registered | 124,606,700 | 5 | F. M. A. & N. | 1881 | 112 1/2 | | Minnesota—State Building Loan Bonds..... | 250,000 | 7 | Jan. & July. | 77-79 | | | |
| coupon | 75,393,300 | 4 1/2 | F. M. A. & N. | 1881 | 112 1/2 | | .. — Sioux War Loan Bonds..... | 100,000 | 7 | May & Nov. | 1872 | | | |
| Consols coupon | | 4 1/2 | F. M. A. & N. | 1886 | | | .. — Railroad Loans Bonds..... | 2,275,000 | 7 | " | 1883 | | | |
| Consols coupon | | 4 1/2 | F. M. A. & N. | 1886 | | | Mississippi—State Bonds (for banks)..... | 2,000,000 | 6 | " | 41-71 | | | |
| Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.) | 9,840,000 | 3 | Dem. | 1901 | | | Missouri—State Bonds proper..... | 438,000 | 6 | Jan. & July. | 1888 | | | |
| Navy Pension Fund of July 23, 1868.....(cur.) | 14,000,000 | 3 | Ired. | | | | .. — Interest Bonds of 1868..... | 2,727,000 | 6 | " | 1888 | | | |
| Certificates of Indebtedness 1870.....(cur.) | 678,000 | 4 | | 1875 | | | .. — Railroad Loans..... | 13,112,000 | 6 | " | 74-90 | 92 1/2 | | |
| Pacific R. R. Bonds.....(currency) | 64,623,512 | 4 | Jan. & July. | 1875 | | | .. — South Pacific guar..... | 1,689,000 | 7 | " | 1876 | 79 | | |
| U. S. Notes and Fractional Currency..... | 398,101,538 | mtl. | | 1875 | 113 1/2 | | .. — Hannibal and St. Joseph..... | 3,000,000 | 6 | " | 73-87 | 91 | | |
| State Securities, latest dates. | | | | | | | | | | | | | | |
| Alabama—State Bonds (original)..... | 168,000 | 5 | May & Nov. | 1872 | 59 | | Nebraska—(No Debt)..... | 600,000 | 15 | Jan. & July. | 1872 | | | |
| (extended)..... | 2,414,800 | 5 | " | 83-86 | | | Nevada—State Loan Bonds..... | 899,200 | 6 | " | 71-75 | 100 | | |
| (sterling)..... | 688,000 | 5 | June 1. | 1870 | | | New Hampshire—War Loan of July 1, 1861..... | 800,000 | 6 | Mar. & Sept. | 84-89 | 99 1/2 | | |
| (extended)..... | 82,500 | 6 | Jan. & July. | 1886 | | | of Sept. 1, 1864..... | 1,000,000 | 6 | April & Oct. | 71-74 | 98 1/2 | | |
| (new)..... | 712,800 | 5 | " | 1886 | | | New Jersey—War Loan of 1861 (free)..... | 1,299,900 | 6 | Jan. & July. | 71-84 | | | |
| Arkansas—State Bonds (refunded)..... | 3,000,000 | 7 | Jan. & July. | 1899 | 58 | | of 1863 (free)..... | 1,002,900 | 6 | " | 86-90 | 108 | | |
| (Aid R. R.)..... | 3,000,000 | 7 | " | 1886 | | | of 1864..... | 693,400 | 6 | " | 97-02 | | | |
| California—Civil Bonds of 1857..... | 2,138,000 | 7 | " | 1880 | | | New York—Bounty Fund Stocks..... | 1,478,000 | 7 | " | 1877 | 107 1/2 | | |
| 1860..... | 138,500 | 7 | " | 1883 | | | Bonds..... | 21,089,000 | 6 | J. A. J. & O. | 1877 | 107 1/2 | | |
| Relief Fund Bonds of 1863..... | 424,500 | 7 | " | 1884 | | | General Fund Stocks..... | 1,910,082 | 6 | " | 1878 | 101 | | |
| Bounty Fund Bonds of 1864..... | 805,000 | 7 | " | 1885 |  |  | .. .. | 800,000 | 6 | " | 1876 | 109 1/2 | | |
| Central Pacific R. R. Loan of 1866 | 1,500,000 | 7 | " | 1885 | | | Canal Fund Stocks..... | 2,257,900 | 5 | J. A. J. & O. | 1872 | 104 1/2 | | |
| Connecticut—War Bonds, of 1861, (10-20s)..... | 5,927,000 | 6 | Jan. & July. | 1881-82 | 100 1/2 |  | .. .. | 5,150,100 | 6 | " | 1873 | 106 1/2 | | |
| of 1863, (20s)..... | | 6 | April & Oct. | 1884 | 101 |  | .. .. | 2,099,000 | 6 | " | 1874 | 108 1/2 | | |
| of 1864, (10-20s)..... | | 6 | " | 1885 |  |  | .. .. | 473,000 | 6 | " | 1875 | 108 1/2 | | |
| of 1865, (20s) free..... | | 6 | " | 1885 |  |  | .. .. | 580,000 | 6 | " | 1877 | | | |
| (various) registered | 887,500 | 6 | Various. | Var. |  |  | .. .. | 1,106,420 | 6 | " | 1874 | | | |
| Florida—State Bonds 1868..... | 300,000 | 6 | Jan. & July. | 1898 | | | North Carolina—State Bonds for R. R. (old)..... | 4,738,800 | 6 | Jan. & July. | 71-91 | 35 | | |
| 1869..... | 200,000 | 6 | " | 1898 | | | (old)..... | 3,639,400 | 6 | April & Oct. | 71-91 | | | |
| Railroad Loans \$10,000 per mile..... | | 6 | " | 1899 | | | State Bonds for R. R. (new)..... | 2,626,000 | 6 | Jan. & July. | 92-98 | | | |
| Georgia—W. & Atl. R. R. 1841 to 1844..... | 1,023,000 | 7 | Various. | 71-74 | 89 | | (new)..... | 1,789,000 | 6 | April & Oct. | 92-98 | 21 1/2 | | |
| " " 1842 to 1848..... | 273,000 | 7 | Various. | 72-74 | 89 | | Funding &c. Bonds of '66-'68 | 2,800,400 | 6 | Jan. & July. | 1899 | 25 | | |
| Atl. and Gulf R. R. 1858 to 1860..... | 800,000 | 7 | Feb. & Aug. | 78-86 | 60 | | Special Tax Bonds..... | 11,407,000 | 6 | Jan. & July. | 1870 | 16 | | |
| Bonds (Act March 12, 1865)..... | 3,700,000 | 7 | Jan. & July. | 1886 | | | Ohio—State Loan (New York)..... | 1,284,317 | 6 | " | 1876 | | | |
| Illinois—Interest Bonds of 1847..... | 980,698 | 6 | " | 1877 | 100 1/2 |  | .. .. | 1,600,000 | 6 | " | 1881 | 101 1/2 | | |
| " Stock of 1867..... | 134,311 | 6 | " | 1877 |  |  | .. .. | 4,095,339 | 6 | " | 1886 | | | |
| Refunded Stock Bonds..... | 348,000 | 6 | " | Var. |  |  | .. .. | 2,400,000 | 6 | " | 1886 | | | |
| Normal University Bonds..... | 45,000 | 6 | " | 1879 | | | Union Loan (Columbus)..... | 386,971 | 6 | May & Nov. | 1871 | 108 1/2 | | |
| Thornton Loan Bonds..... | 103,000 | 6 | Mar. & Sept. | 1879 | | | Oregon—Relief and Bounty Bonds..... | 176,158 | 7 | Jan. & July. | 74-84 | | | |
| War Loan Bonds..... | 416,800 | 6 | Jan. & July. | 1879 | | | Pennsylvania—Redemption Loan of 1867..... | 92,850 | 5 | Feb. & Aug. | 1873 | 95 | | |
| Indiana—State Bonds..... | | 5 | May & Nov. | 1888 |  |  | .. .. | 4,731,300 | 6 | " | 1873 | 97 1/2 | | |
| War Loan Bonds..... | 204,000 | 6 | " | 1886 |  |  | .. .. | 90,400 | 5 | " | 1877 | 102 1/2 | | |
| Iowa—War and Defense Bonds of 1861..... | 300,000 | 7 | Jan. & July. | 1881 |  |  | .. .. | 7,890,550 | 5 | " | 1877 | 95 | | |
| Kansas—State Bonds..... | 100,875 | 6 | " | 83-84 |  |  | .. .. | 726,950 | 5 | " | 1882 | 106 1/2 | | |
| military..... | 1,059,500 | 7 | " | 76-89 |  |  | .. .. | 9,237,050 | 6 | " | 1882 | 95 | | |
| Kentucky—State Bonds of 1841-42..... | 913,000 | 6 | April & Oct. | 71-72 | 99 1/2 | | Inclined Plane Loan..... | 400,000 | 6 | April & Oct. | 1879 | 107 | | |
| of 1843..... | 160,000 | 5 | " | 1873 | | | Military Loan..... | 2,769,250 | 6 | Feb. & Aug. | 1871 | 102 | | |
| military..... | 309,300 | 5 | Various. | 1895 | | | State Stocks (old)..... | 384,000 | 5 | Jan. & July. | 1882 | | | |
| Louisiana—Charity Hospital..... | 86,000 | 5 | Mar. & Sept. | 1872 | | | (old)..... | 3,377,000 | 5 | Feb. & Aug. | 77-78 | 104 | | |
| State Bonds, general..... | 750,000 | 6 | Jan. & July. | 1893 | 60 | | Rhode Island—War Bonds of 1862..... | 1,100,000 | 6 | Mar. & Sept. | 1882 | | | |
| Railroad Bonds..... | 661,000 | 5 | Various. | 70-79 | | | of 1863..... | 736,000 | 6 | Jan. & July. | 1893 | 100 1/2 | | |
| Levee Bonds 1865..... | 2,052,000 | 6 | Various. | 83-06 | 69 | | of 1863..... | 239,000 | 6 | April & Oct. | 1883 | 100 | | |
| 1870..... | 1,000,000 | 6 | May & Nov. | 1907 | 50 | | of 1864..... | 841,000 | 6 | Feb. & Aug. | 1894 | | | |
| Funded coupons 1866..... | 997,300 | 6 | Mar. & Sept. | 1875 | 79 | | South Carolina—Fire Loan of Stock 1838..... | 303,343 | 6 | Jan. & July. | 1870 | | | |
| Funded Floating Debt..... | 3,000,000 | 6 | Jan. & July. | 1868-88 | | | bonds (stg.)..... | 484,445 | 5 | " | 1868 | 59 | | |
| Ship Canal Bonds of 1869..... | 474,000 | 6 | May & Nov. | 1910 | 78 1/2 | | Blue Ridge R. R. bonds of '64 | 970,000 | 6 | " | 74-78 | | | |
| Penitentiary Bonds of 1869..... | 500,000 | 7 1/2 | Mar. & Sept.</ | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|------------|-------|-------------------|---------------|------|--------|---------------------------------------|-------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Adirondack: | | | | | | | Brunswick and Albany: | | | | | | |
| 1st Mortgage..... | \$980,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mort. (gold) end. by Ga. fr. tax | \$3,630,000 | 6 | April & Oct. | New York. | 1908 | .... |
| Alabama Central: | | | | | | | 2d Mort. sinking fund gold..... | 2,350,000 | 7* | " | " | 1893 | .... |
| 1st Mortgage..... | 1,600,000 | 8 | Jan. & July. | New York. | 1901 | .... | Buffalo, Bradford and Pittsburg: | | | | | | |
| Alabama and Chattanooga: | | | | | | | General Mortgage..... | 580,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| 1st Mortgage, guar. by Ala..... | 16,000pm | 8* | Jan. & July. | New York. | 1889 | .... | Buffalo, Corry and Pittsburg: | | | | | | |
| 2d Mortgage..... | 9,000pm | 8 | " | " | 1889 | .... | 1st Mortgage..... | 700,000 | 7 | March & Sept. | New York. | 1886 | .... |
| Alabama and Georgia: | | | | | | | Buffalo, New York and Erie: | | | | | | |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... | 2d Mortgage sinking fund..... | 2,000,000 | 7 | June & Dec. | New York. | 1877 | .... |
| Albany and Susquehanna: | | | | | | | Buffalo, New York & Phila.: | 380,000 | 7 | May & Nov. | " | 1872 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage..... | 3,000,000 | 6 | Jan. & July. | New York. | 1896 | .... |
| 2d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1886 | .... | Burlington, Cedar Rapids & Minn.: | | | | | | |
| 3d Mortgage..... | 899,000 | 7 | May & Nov. | " | 1881 | 99 1/2 | 1st Mortgage coin or stg skg f.d. | 20,000pm | 7* | May & Nov. | N. Y. & Lond. | 1899 | .... |
| Albany Loan..... | 1,000,000 | 6 | " | Albany. | 1896 | .... | Burlington and Missouri River: | | | | | | |
| Alexandria and Fredericksburg: | | | | | | | Land and R. R. Mortgage..... | 5,058,350 | 7 | April & Oct. | Boston. | 1893 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | June & Dec. | New York. | 1896 | .... | Stock Bonds pref. 2d lien..... | 600,000 | 7 | Jan. & July. | " | 1875 | .... |
| Allegheny Valley: | | | | | | | Stock Bonds pref. 3d lien..... | 1,200,000 | 8 | " | " | 1878 | .... |
| General Mortgage..... | 4,000,000 | 7.5 | March & Sept. | New York. | 1896 | .... | Stock (common) Bonds..... | 980,000 | 8 | April & Oct. | " | 1879 | .... |
| Special Mortgage to Penn..... | 3,600,000 | 7 | " | Harrisburg. | .... | .... | Stock (common) Bonds..... | 899,500 | 8 | Jan. & July. | " | 1894 | .... |
| Androscooggin: | | | | | | | Stock (common) Bonds..... | 1,377,840 | 8 | " | " | 1889 | .... |
| 1st Mortgage (Bath Loan)..... | 425,000 | 6 | Jan. & July. | Bath, Me. | 1891 | .... | Burlington & Mo. Riv. in Neb.: | | | | | | |
| Arkansas Central (narrow gauge): | | | | | | | 1st Mortgage convertible..... | 5,587,971 | 8 | Jan. & July. | Boston. | 1894 | 102 |
| 1st Mortgage..... | 12,000pm | 8 | Jan. & July. | New York. | 1891 | .... | Burlington and Southwestern: | | | | | | |
| Atchison and Nebraska: | | | | | | | 1st Mortgage..... | 20,000pm | 8 | May & Nov. | Boston. | 1895 | .... |
| 1st Mortgage..... | 3,500,000 | 8 | Jan. & July. | Boston. | 1891 | .... | Calro and Fulton (Arkansas): | | | | | | |
| Atchison, Topeka and Santa Fe: | | | | | | | 1st Mort. (R.R. & lands) S.F. gold | 8,000,000 | 7* | Jan. & July. | New York. | 1891 | .... |
| 1st Mortgage (gold)..... | 15,000pm | 7* | Jan. & July. | Boston. | 1899 | 87 1/2 | Calro and St. Louis (3 ft. gauge): | | | | | | |
| Land Grant Mortgage (gold)..... | 7,500pm | 7* | April & Oct. | " | 1902 | .... | 1st Mortgage..... | 2,250,000 | 7 | April & Oct. | New York. | 1901 | .... |
| Atlanta and Richmond Air Line: | | | | | | | Calro and Vincennes: | | | | | | |
| 1st Mortgage (guar. by Ga.)..... | 16,000pm | 8 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage, gold..... | 3,500,000 | 7* | April & Oct. | New York. | 1901 | .... |
| Atlantic and Great Western: | | | | | | | Camden and Atlantic: | | | | | | |
| 1st Mortgage (gold)..... | 18,000,000 | 7* | Jan. & July. | London. | 1902 | .... | 1st Mortgage of 1853..... | 490,000 | 7 | Jan. & July. | Camden. | 1873 | .... |
| 2d Mortgage (gold)..... | 12,000,000 | 7* | March & Sept. | " | 1902 | .... | 2d Mortgage of 1854..... | 500,000 | 7 | April & Oct. | " | 1879 | .... |
| 3d Mortgage (gold) Income..... | 29,000,000 | 7* | May & Nov. | " | 1902 | .... | Camden and Burlington County: | | | | | | |
| Atlantic and Gulf: | | | | | | | Consolidated 1st Mortgage..... | 388,000 | 6 | Feb. & Aug. | Philadelphia. | '70-'97 | .... |
| Consolidated 285 m. free U.S. tax | 2,000,000 | 7 | Jan. & July. | New York. | 1897 | .... | Canada, Michigan and Chicago: | | | | | | |
| Sectional (S.A. & G.R.R.) bonds | 310,000 | 7 | " | " | var. | .... | 1st Mort. (skg fd) for \$2,750,000. | | 7 | " | New York. | .... | .... |
| 1st Mortgage (S. Ga. & Fla. R.R.) | 464,000 | 7 | May & Nov. | " | 1888 | .... | 1st Mort (skg fd) for \$9,000,000 | | 7* | Jan. & July. | New York. | 1906 | .... |
| 2d Mortgage (S. Ga. & Fla. R.R.) | 209,000 | 7 | " | " | 1889 | .... | Carthage & Burlington (C.B. & Q.): | | | | | | |
| Atlantic and Lake Erie: | | | | | | | 1st Mortgage guar. and free tax. | 600,000 | 8 | May & Nov. | New York. | 1879 | .... |
| 1st Mort. (gold) for \$5,000,000. | | 7* | Jan. & July. | New York. | 1901 | .... | Catawissa: | | | | | | |
| Atlantic, Miss. and Ohio (428 m.): | | | | | | | 1st Mortgage (old)..... | 230,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | .... |
| 1st Mortgage for \$15,000,000. | | 7 | Jan. & July. | New York. | 1901 | .... | 1st Mortgage (new)..... | 1,300,000 | 7 | " | " | 1900 | .... |
| Atlantic and North Carolina: | | | | | | | Chattel Mortgage..... | 208,850 | 10 | " | " | '80-'89 | .... |
| 1st Mortgage..... | 200,000 | 8 | Jan. & July. | New York. | 1873 | .... | Cazenovia and Canastota: | | | | | | |
| Atlantic and Pacific: | | | | | | | 1st Mortgage, gold..... | 250,000 | 7 | Feb. & Aug. | New York. | 1890 | .... |
| Land Mortgage gold bonds..... | 3,000,000 | 6* | Jan. & July. | New York. | 1888 | .... | Cedar Falls and Minnesota (Ili. C.): | | | | | | |
| 1st Mort. (so. Pac. R.R.) gold b'ds | 7,250,000 | 6* | " | " | 1888 | .... | 1st Mort. (C. F. to Waverly)..... | 294,000 | 7 | April & Oct. | New York. | 1884 | 83 1/2 |
| Atlantic and St. Lawrence: | | | | | | | 1st Mort. (W. to Minn. Live)..... | 1,377,000 | 7 | Jan. & July. | " | 1907 | .... |
| 1st Mortgage (sterling) of 1853... | 484,000 | 6* | May & Nov. | London. | 1878 | .... | Cedar Rapids & Mo. Riv. (C. & N.W.): | | | | | | |
| 2d Mortgage (sterling) of 1864... | 1,499,966 | 6* | April & Oct. | " | 1884 | .... | 1st Mortgage, 1st Div. \$10,000pm | 700,000 | 7 | Feb. & Aug. | New York. | 1891 | .... |
| 3d Mortgage (sterling) of 1871... | 712,932 | 6* | May & Nov. | " | 1891 | .... | 1st Mortgage 2d Div. \$10,000 p.m. | 582,000 | 7 | " | " | 1894 | .... |
| 1st Mortgage, Portland Loan..... | 787,000 | 6 | " | N.Y. & Bos'n | 1871 | .... | 1st Mortgage 3d Div. \$16,000 p.m. | 2,332,000 | 7 | May & Nov. | " | 1916 | 59 1/2 |
| Bald Eagle Valley: | | | | | | | Central Branch Union Pacific: | | | | | | |
| 1st Mortgage..... | 371,200 | 6 | Jan. & July. | Philadelphia. | 1881 | .... | 1st Mort. (Atch. & Pike's Peak)... | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |
| 2d Mortgage..... | 100,000 | 7 | " | " | 1884 | .... | 2d Mortgage Govern't subsidy. | 1,600,000 | 6 | Jan. & July. | " | 1895 | .... |
| Baltimore and Ohio: | | | | | | | Central of Georgia: | | | | | | |
| Loan of 1865 '75..... | 863,250 | 6 | Jan. & July. | Baltimore. | 1875 | 97 | 1st Mortgage..... | 789,000 | 7 | March & Sept. | New York. | 1875 | .... |
| Loan of 1860-'80..... | 579,500 | 6 | " | " | 1880 | .... | Central of Iowa: | | | | | | |
| Loan of 1868-'86..... | 1,710,500 | 6 | April & Oct. | " | 1885 | 90 1/2 | 1st Mortgage, gold, \$16,000 p.m. | 3,248,000 | 7* | Jan. & July. | New York. | 1899 | 91 |
| Loan of 1865-'90 (Balt.) skg fd. | 3,645,683 | 6 | Jan. & July. | " | 1890 | .... | 2d Mortgage, gold, \$4,000 p.m. | 812,000 | 7* | April & Oct. | " | 1901 | .... |
| Loan of 1870-'95 (skg. skg fund. | 3,788,752 | 6 | March & Sept. | London. | 1895 | .... | Central of New Jersey: | | | | | | |
| 2d Mort. (N.W. Va. R.R.) assumed | 485,500 | 6 | Jan. & July. | Baltimore. | 1873 | 99 | 2d (now 1st) Mortgage (balance) | 170,000 | 7 | May & Nov. | New York. | 1875 | .... |
| 3d Mort. (N.W. Va. R.R.) assumed | 140,000 | 6 | " | " | 1885 | 91 | New Mortgage for \$5,000,000.... | 4,824,000 | 7 | Feb. & Aug. | " | 1890 | 104 |
| Baltimore and Potomac: | | | | | | | Loan of Len. C. & Nav. Co. (ass'd) | 2,310,000 | 6 | J. A. & J. O. | Philadelphia. | 1897 | .... |
| 1st Mort. (funnel) gold guar.... | 1,500,000 | 6* | Jan. & July. | Baltimore. | 1911 | .... | Central Ohio (B. & O.): | | | | | | |
| 1st Mortgage (R. R.) gold guar... | 3,500,000 | 6* | April & Oct. | " | 1911 | .... | 1st Mortgage guaranteed..... | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 88 |
| Bangor and Piscataquis: | | | | | | | Central Pacific of California: | | | | | | |
| 1st Mortgage (Bangor loan)..... | 600,000 | 6 | April & Oct. | Bangor. | 1899 | .... | 1st Mortgage, 30 years bonds, gold | 25,885,000 | 6* | Jan. & July. | New York. | '95-'99 | 102 |
| 1st Mort. (Bangor loan) extens'n | 122,000 | 7 | " | " | 1901 | .... | Convertible 20 years bonds, gold | 1,500,000 | 7* | " | " | 1883 | .... |
| Bay City and East Saginaw: | | | | | | | State & Bonds (Int. by State) gold | 1,500,000 | 7* | " | " | 1885 | .... |
| 1st Mort. guar. by F. & P. Mrq. Co. | 100,000 | 10 | Jan. & July. | Detroit. | 1886 | .... | 1st Mort. (Western Pacific) gold | 2,735,000 | 6* | " | " | 1899 | .... |
| Bedford and Bridgeport: | | | | | | | 1st Mort. (Calif. & Oregon) gold | 6,000,000 | 6* | " | " | '89-'91 | .... |
| 1st Mortgage..... | 500,000 | 8 | April & Oct. | Philadelphia. | 1891 | .... | 1st Mort. (S. F'd Okid & Ala.)... | 1,500,000 | 8* | " | " | 1890 | .... |
| Belfast and Moosehead Lake: | | | | | | | 1st Mort. (San Joaquin V.D.) gold | 6,050,000 | 6* | April & Oct. | New York. | 1900 | .... |
| 1st Mortgage (gold)..... | 150,000 | 6 | May & Nov. | Portland. | 1890 | .... | Land bonds (Cen. Pac. Co.) gold | 9,163,000 | 6* | " | " | 1890 | .... |
| Bellefonte and Southern Illinois: | | | | | | | Charleston and Savannah: | | | | | | |
| 1st Mort. guar. by S.L.A. & T.H. | 1,100,000 | 6 | April & Oct. | New York. | 1896 | .... | 1st Mortgage guar. by S. Car.... | 505,000 | 6 | March & Sept. | Charleston. | 1877 | .... |
| Beloit and Madison (C. & N.W.): | | | | | | | Funded Interest on 1st Mort..... | 157,400 | 7 | " | " | 1889 | .... |
| 1st Mortgage..... | 333,000 | 7 | Jan. & July. | New York. | 1888 | .... | Charlotte, Columbia & Augusta: | | | | | | |
| Belvidere Delaware: | | | | | | | 1st Mortgage..... | 2,100,000 | 7 | Jan. & July. | New York. | 1895 | .... |
| 1st Mortgage (guar. by C. &) | 1,000,000 | 6 | June & Dec. | New York. | 1877 | .... | Chartiers: | | | | | | |
| 2d Mortgage (A. Co. and) | 499,540 | 6 | March & Sept. | Princeton. | 1885 | .... | 1st Mort. guar. by Penna..... | 400,000 | 7 | April & Oct. | Philadelphia. | 1901 | .... |
| 3d Mortgage (Penn. R. R. Co.) | 745,040 | 6 | Feb. & Aug. | " | 1887 | .... | Cheraw and Darlington: | | | | | | |
| Blue Ridge, (S. Car.): | | | | | | | 1st Mortgage dated Jan. 1, 1871. | 150,000 | 8 | April & Oct. | Charleston. | 1888 | .... |
| 1st Mortgage guar. by State, gold | 4,000,000 | 7* | Jan. & July. | Charleston. | 1898 | .... | 2d Mortgage dated Jan. 1, 1869. | 75,000 | 7 | Jan. & July. | " | 1888 | .... |
| Boston and Albany: | | | | | | | Cheraw and Salisbury: | | | | | | |
| 1st Mortgage (Agricultural Br.)... | 400,000 | 6 | Jan. & July. | Boston. | 1884 | .... | 1st Mortgage for \$250,000..... | | 8 | Jan. & July. | Charleston. | 1891 | .... |
| 1st Mortgage (Equalization)..... | 248,000 | 7 | " | " | 1889 | .... | Cherokee: | | | | | | |
| 1st Mortgage (consolidated)..... | 183,000 | 7 | " | " | 1890 | .... | 1st Mort. guar. by Ga. \$12,500p.m. | | 7 | June & Dec. | Atlanta. | 1891 | .... |
| Equipment Mortgage..... | 100,000 | 8 | April & Oct. | " | 1891 | 95 | 1st Mort. con. guar. by A. & S. Co. | 300,000 | 7 | June & Dec. | New York. | 1899 | .... |
| Boston, Concord and Montreal: | | | | | | | Chesapeake and Ohio: | | | | | | |
| Sinking Fund (consolidated)..... | 824,000 | 6 | Jan. & July. | Boston. | 1889 | .... | 1st M. (gold) skg fd for \$15,000,000 | 10,000,000 | 6* | May & Nov. | New York. | 1899 | .... |
| 1st Mortgage (71 m.)..... | 75,000 | 6 | Feb. & Aug. | New York. | 1865 | .... | 1st Mort. (Va. Cen.) guar. by Va. | 100,000 | 6 | Jan. & July. | " | 1880 | .... |
| 1st Mortgage (224 m.) convertible | 150,000 | 6 | Jan. & July. | Boston. | 1870 | .... | 2d Mort. (") coupon..... | 196,000 | 6 | " | " | 1872 | .... |
| 1st Mortgage (224 m.)..... | 200,000 | 7 | " | New York. | 1870 | .... | 3d Mort. (") coupon..... | 918,000 | 6 | " | " | 1884 | .... |
| Boston, Hartford and Erie: | | | | | | | Income (") coupon..... | 300,000 | 8 | " | " | 1876 | .... |
| 1st Mortgage (old)..... | 600,000 | 7 | March & Sept. | Boston. | 1884 | 42 | Funded Interest, coupon..... | 160,500 | 8 | " | " | 1877 | .... |
| 1st Mortgage (Berdel)..... | 15,000,000 | 7 | Jan. & July. | " | 1899 | .... | Cheshire: | | | | | | |
| 1st Mortgage, guar. by Erie..... | 5,000,000 | 7 | " | " | 1899 | .... | Coupon bonds (no Mort.)..... | 809,400 | 6 | Jan. & July. | Boston. | '75-'80 | .... |
| Mass. I. (see f'd by \$4,000,000 Bpr.) | 5,000,000 | 7* | " | " | 1899 | .... | Chester Creek: | | | | | | |
| Boston and Lowell: | | | | | | | 1st Mortgage, guar. by F.W. & B. | 155,000 | 6 | Jan. & July. | Philadelphia | 1903 | .... |
| 1st Mortgage..... | 200,000 | 4 | April & Oct. | Boston. | 1879 | .... |  |  |  |  |  |  |  |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|---------------|------|--------|--|------------|-------|-------------------|---------------|----------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Chester & Chicago Br. Junction: 1st Mort. for \$1,000,000 skg fund | \$1,000,000 | 10 | May & Nov. | St. Louis. | 1877 | .... | Cinc. & Indiana (Ind. C. & La.F.): 1st Mortgage guaranteed..... | \$500,000 | 7 | June & Dec. | New York. | 1892 | .... |
| Chester and Tamaroa: 1st Mortgage..... | 660,000 | 7* | May & Nov. | New York. | 1901 | .... | 2d Mortgage guaranteed..... | 1,500,000 | 7 | Jan. & July. | " " | 1897-87 | .... |
| Chester Valley: 1st Mortgage (in default)..... | 500,000 | 7 | May & Nov. | Philadelphia. | 1872 | .... | Cinc., Richmond & Fort Wayne: 1st Mortgage gold, guar..... | 1,500,000 | 7* | June & Dec. | New York. | 1921 | .... |
| Chicago and Alton: 1st Mortgage, pref. sinking fund. | 256,000 | 7 | May & Nov. | New York. | 1877 | .... | Cincinnati, Sandusky and Clev.: 1st Mortgage (C. S. & C.)..... | 1,067,471 | 7 | June & Dec. | New York. | 1890 | 84 |
| 1st Mortgage..... | 2,400,000 | 7 | Jan. & July. | " " | 1893 | .... | 1st Mort. (San. Day. & Cin.) S.F. | 988,000 | 6 | Feb. & Aug. | Boston. | 1900 | .... |
| 2d Mortgage Income..... | 1,100,000 | 7 | April & Oct. | " " | 1883 | 98 | 1st Mort. (San. City and Ind.).. | 350,000 | 7 | March & Sept. | " " | 1877 | .... |
| 1st Mort. (St.L.J. & C.) assumed | 664,000 | 7 | " " | " " | 1894 | .... | Cincinnati and Springfield: 1st Mortgage for \$2,000,000(guar) | ..... | 7 | April & Oct. | New York. | 1901 | .... |
| 2d Mort. (") | 188,000 | 7 | Jan. & July. | " " | 1898 | .... | Cincinnati and Terre Haute: 1st Mort.(Ind.Div.) for \$5,000,000 | ..... | 7 | " " | New York. | 1901 | .... |
| Chicago, Burlington and Quincy: Trust Mortgage skg fund..... | 2,825,000 | 8 | Jan. & July. | New York. | 1883 | .... | Cincinnati, Wabash and Mich.: 1st Mortgage for \$16,000 p. m. | ..... | 7 | Jan. & July. | New York. | 1891 | .... |
| Trust Mortgage, skg fund conv. | 150,000 | 8 | " " | " " | 1883 | .... | Clev., Col. Cin. & Indianapolis: 1st Mortgage sinking fund..... | 2,064,000 | 7 | May & Nov. | New York. | 1899 | 1024 |
| Trust Mortgage (Burl. to Peoria) | 400,000 | 7 | April & Oct. | " " | 1890 | .... | 1st Mort. (C., C. and C. R. R.).. | 323,000 | 7 | June & Dec. | " " | 1891-94 | .... |
| 2d Mort. (Northern Cross) gold.. | 941,000 | 44 | July. | Frankfort. | 1890 | .... | 1st Mort. (Bell. and Ind. R.R.).. | 616,000 | 7 | Jan. & July. | " " | 1890-96 | .... |
| Loan of 1872..... | ..... | ..... | ..... | New York. | 1902 | .... | Clev. & Mahoning (A. & G. Wtn.): 1st Mortgage 1863..... | 650,000 | 7 | Feb. & Aug. | New York. | 1873 | .... |
| 1st Mort. (Am. Cen. R.R.) guar. | 738,000 | 8 | Jan. & July. | " " | 1878 | .... | 3d Mortgage (sinking fund) 1856 | 487,900 | 8 | March & Sept. | " " | 1876 | .... |
| 1st Mort. (Peo. & Han.) guar..... | 600,000 | 8 | " " | " " | 1878 | .... | 1st Mort. (Branch) 1863..... | 71,000 | 7 | Jan. & July. | " " | 1873 | .... |
| 1st Mort. (Keok. & St. Paul) guar. | 1,000,000 | 8 | April & Oct. | " " | 1879 | .... | Clev., Mt. Vernon and Delaware: 1st Mortgage gold..... | 1,500,000 | 7* | Jan. & July. | New York. | 1900 | .... |
| 1st Mort. (Dix. Pec. & Han.) guar. | 800,000 | 8 | Jan. & July. | " " | 1889 | .... | Cleveland and Pittsburg (Pa. Co.): 2d (now 1st) Mortgage guar..... | 790,500 | 7 | March & Sept. | New York. | 1873 | .... |
| 1st Mort. (Car. & Burl.) guar..... | 600,000 | 8 | May & Nov. | " " | 1879 | .... | 3d (now 2d) Mortgage guar..... | 1,358,000 | 7 | May & Nov. | " " | 1875 | .... |
| 1st Mort. (Quincy & War.) guar. | 800,000 | 8 | Jan. & July. | " " | 1890 | .... | 4th (now 2d) Mortgage guar..... | 1,096,000 | 6 | Jan. & July. | " " | 1892 | 99 |
| 1st Mort. (O. O. & Fox Rv.) guar. | 1,260,000 | 8 | " " | " " | 1900 | .... | Consol. sinking fund guar..... | 528,000 | 7 | May & Nov. | " " | 1900 | .... |
| 1st Mort. (Ill. Gr. Trunk) guar.. | 960,000 | 8 | April & Oct. | " " | 1890 | .... | 1st Mort. guar. by Ph. and Rdg. Colorado Central (3 ft. gauge): | 584,700 | 6 | June & Dec. | Philadelphia. | 1893 | .... |
| Chicago, Cincinnati and Louisv.: 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage..... | 225,000 | 8 | June & Dec. | Boston. | 1890 | .... |
| Chicago, Clinton & Dubuque: 1st Mort. guar. C. B. & Q..... | 1,500,000 | 8 | Jan. & July. | Boston. | 1896 | .... | Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.. | 15,344,750 | 7 | April & Oct. | New York. | 1908 | 83 |
| Chicago, Danville and Vincennes: 1st Mortgage (Ill. Div.) gold..... | 2,500,000 | 7* | April & Oct. | New York. | 1909 | .... | 2d Mortgage Consol. skg fund.. | 3,679,900 | 7 | Feb. & Aug. | " " | 1909 | 76 |
| 1st Mortgage (Ind. Div.) gold.. | 1,500,000 | 7* | " " | " " | 1912 | .... | Columbus, Springfield and Cin.: 1st Mort. (assumed by C&Clev) | 1,000,000 | 7 | March & Sept. | New York. | 1901 | .... |
| Chicago, Dubuque & Minnesota: 1st Mortgage guar. \$25,000 p. m. | ..... | 8 | June & Dec. | Boston. | 1896 | .... | Columbus and Hocking Valley: 1st Mortgage skg fund..... | 1,500,000 | 7 | April & Oct. | New York. | 1897 | .... |
| Chicago and Illinois Southern: 1st Mortgage for \$19,000 p. m. | ..... | 8 | March & Sept. | New York. | 1900 | .... | 1st Mortgage (Branch)..... | 200,000 | 7 | Jan. & July. | " " | 1880 | .... |
| Chicago and Iowa: 1st Mortgage for \$2,200,000..... | 1,750,000 | 8 | Jan. & July. | New York. | 1900 | .... | General Mortgage..... | 1,000,000 | 7 | April & Oct. | " " | 1891 | .... |
| Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C. & N.W. | 592,000 | 7 | Jan. & July. | Boston. | 1880 | .... | Columbus and Xenia: 1st Mortgage, guar. by Pa. Co... | 302,000 | 6 | March & Sept. | New York. | 1810 | .... |
| 3d Mort. (now 2d) guar. C. & N.W. | 218,000 | 7 | Feb. & Aug. | New York. | 1892 | .... | Connecticut and Passumpsic Riv.: 1st Mortgage sinking fund..... | 455,800 | 6 | June & Dec. | Boston. | 1876 | 254 |
| Chicago and Northwestern: Preferred sinking fund (193 m.).. | 1,245,500 | 7 | Feb. & Aug. | New York. | 1885 | .... | Notes payable, conv. at par.... | 559,429 | 7 | " " | " " | 1876 | 100 |
| Funded coupons (193 m.)..... | 755,000 | 7 | May & Nov. | " " | 1883 | 1014 | 1st Mort. (Massachusetts) gold | 400,000 | 6 | Jan. & July. | " " | 1889 | .... |
| General 1st Mortgage (193 m.)... | 3,588,000 | 7 | Feb. & Aug. | " " | 1885 | 98 | Connecticut River: 1st Mortgage skg fund..... | 250,000 | 6 | March & Sept. | Boston. | 1878 | .... |
| Appleton Ext. (23 m. & 76.00 ac.) | 182,000 | 7 | " " | " " | 1885 | .... | Connecticut Valley: 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1901 | .... |
| Green Bay Ext. (26 m. & 76.00 ac.) | 300,000 | 7 | " " | " " | 1885 | .... | Connecticut Western: 1st Mortgage for \$2,500,000..... | 2,008,500 | 7 | Jan. & July. | Hartford. | 1890 | .... |
| Equipment (Engs. & Cars \$400,000) | 101,000 | 7 | April & Oct. | " " | 1874 | .... | Connecting (Philadelphia): 1st Mort. A B C D & E \$200,000 each | 1,000,000 | 6 | March & Sept. | Philadelphia. | 1.2.3.4. | .... |
| 1st Mort. (Gal. & Chic. 248 m.).. | 1,785,000 | 7 | Feb. & Aug. | " " | 1882 | .... | Cooperstown and Susq. Valley: 1st Mortgage..... | 100,000 | 7 | March & Sept. | New York. | 1889 | .... |
| 2d Mort. (Gal. & Chic. 248 m.).. | 948,000 | 7 | May & Nov. | " " | 1875 | .... | Cowanesque Valley: 1st Mortgage, gold..... | 100,000 | 7* | Jan. & July. | New York. | 1902 | .... |
| Miss. Riv. Bridge (")..... | 200,000 | 7 | Jan. & July. | " " | 1884 | .... | Cumberl'd & Penn. (Consol. Coal): 1st Mortgage..... | 903,500 | 7 | March & Sept. | New York. | 1891 | .... |
| Elgin & State Line (")..... | 135,000 | 7 | " " | " " | 1878 | .... | 2d Mortgage, sinking fund..... | 709,000 | 7 | May & Nov. | " " | 1888 | .... |
| 1st Mort. (Peninsula 79 m. & land) | 767,000 | 7 | March & Sept. | " " | 1893 | .... | Cumberland Valley: 1st Mortgage..... | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | .... |
| Consol. skg fund (C. & N.W. R'y) | 2,550,000 | 7 | F. M. A. & N. | " " | 1915 | 974 | 2d Mortgage..... | 109,500 | 8 | " " | " " | 1908 | .... |
| Equipment (Eng. & Cars \$2,750,000) | 275,000 | 10 | May & Nov. | " " | 1871 | .... | Plain bonds..... | 81,800 | 6 | Jan. & July. | " " | 1884 | .... |
| 1st Mort. (Madison Exten.) gold. | 3,150,000 | 7 | " " | " " | 1911 | .... | Danbury and Norwalk: 1st Mortgage of July 1, 1860.... | 100,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| 1st Mort. (Menominee Exten.) gold | 2,700,000 | 7* | June & Dec. | " " | 1911 | .... | 1st Mortgage of July 1, 1870.... | 200,000 | 7 | " " | " " | 1890 | .... |
| 1st Mort. (Chi. & Mil. R.R.) guar. | 397,000 | 7 | May & Nov. | " " | 1874 | .... | Danv. Hazleton & Wilkesbarre: 1st Mortgage..... | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1887 | .... |
| 2d Mort. (Mil. & Chi. R.R.) guar. | 182,000 | 7 | Feb. & Aug. | " " | 1874 | .... | Davenport and St. Paul: 1st Mort. gold skg fd \$20,000 p.m. | 3,000,000 | 7* | Jan. & July. | New York. | 1890 | .... |
| 3d Mort. (") guar..... | 10,500 | 7 | June & Dec. | " " | 1898 | .... | Dayton and Michigan (C.H. & D.): 1st Mortgage sinking fund guar. | 2,753,000 | 7 | Jan. & July. | New York. | 1884 | .... |
| 1st Mort. (Chic. & Mil. R.W.) guar | 1,136,000 | 7 | Jan. & July. | " " | 1898 | .... | 2d Mortgage, guar..... | 642,000 | 7 | March & Sept. | " " | 1887 | .... |
| 1st Mort. (Bel. & Mad. R.R.) guar. | 383,000 | 7 | " " | " " | 1888 | .... | 3d Mortgage, guar..... | 700,000 | 7 | April & Oct. | " " | 1888 | .... |
| Chicago & Northern Pac. Air-Li.: 1st Mort. (skg fd gold \$25,000pm) | ..... | 7* | June & Dec. | New York. | 1902 | .... | Toledo Depot bonds guar..... | 189,500 | 7 | March & Sept. | " " | 181-94 | .... |
| Chicago & Mich. Lake Shore: 1st Mort. of Sept. 1, '69, \$16,000pm | ..... | 8 | March & Sept. | New York. | 1889 | 85 | Dayton and Union: 1st Mortgage, registered..... | 140,000 | 7 | March & Sept. | New York. | 1879 | .... |
| 1st Mort. of Nov. 1, '71, \$16,000pm | ..... | 8 | May & Nov. | " " | 1891 | .... | 2d Mortgage..... | 135,000 | 7 | June & Dec. | " " | 1879 | .... |
| Chicago, Omaha and St. Joseph: 1st Mortgage for \$8,000,000..... | ..... | 8 | April & Oct. | New York. | 1901 | .... | Income Bonds..... | 252,445 | 6 | " " | " " | 1879 | .... |
| Chicago and Paducah (C. B. & Q.): 1st Mortgage \$28,000 p. m. gold.. | ..... | 7* | ..... | Boston. | 1901 | .... | Dayton and Western (Pa. Co.): 1st Mortgage..... | 275,000 | 7 | Jan. & July. | New York. | 1905 | .... |
| Chi., Pekin & Southwrm (C.H. & Q.): 1st Mortgage for \$1,600,000 gold. | 700,000 | 7* | Feb. & Aug. | Boston. | 1901 | .... | 1st Mortgage..... | 426,000 | 6 | " " | " " | 1905 | .... |
| Chicago, Rock Island and Pacific: 1st Mortgage (C. & R.I.) balance | 104,000 | 7 | Jan. & July. | New York. | 1870 | .... | Decatur, Sullivan and Mattoon: 1st Mortgage..... | 500,000 | 8 | March & Sept. | New York. | 1901 | .... |
| 1st Mort. skg fund (C. R. I. & Pac.) | 8,600,000 | 7 | " " | " " | 1896 | 1014 | Delaware (P. W. & Balt.): 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | .... |
| Chi. & Southwrm (C. R. I. & Pac.): 1st Mort. gold, tax free, guar.... | 5,000,000 | 7* | May & Nov. | New York. | 1889 | 107 | 1st Mortgage, guar..... | 100,000 | 6 | " " | " " | 1875 | .... |
| 1st Mortgage gold, Atchison Br. | 1,000,000 | 7* | June & Dec. | " " | 1901 | .... | 1st Mortgage extension..... | 100,000 | 6 | " " | " " | 1880 | .... |
| Chicago & Wisconsin Midland: 1st Mort. g'd skg fd for \$41,000,000 | ..... | 7* | Jan. & July. | New York. | 1902 | .... | Delaware State Loan..... | 170,000 | 6 | " " | " " | 1876 | .... |
| Chicago and Superior: 1st Mortgage (Mad. & Portage) g'd | 600,000 | 7* | April & Oct. | New York. | 1900 | .... | Delaware, Lackaw. & Western: 1st Mort. (Eastern Ext.)..... | 1,111,000 | 7 | April & Oct. | New York. | 1876 | 102 |
| 1st M. (Chi. & Sup.) g'd \$5,000,000 | ..... | 7* | Jan & July. | " " | 1902 | .... | 2d Mort. (Del., Lack. & Wtn.).. | 1,633,000 | 7 | March & Sept. | " " | 1881 | .... |
| Chillicothe & Brunswick: 1st Mort. guar. by St. L. K. C. & W. | 500,000 | 8 | Jan. & July. | New York. | 1894 | .... | Company B'ds (Del. Lack. & W.) | 3,000,000 | 7 | June & Dec. | " " | 1892 | .... |
| Cincinnati, and Baltimore: 1st Mort. guar. by B. & O. & M. & C. | 274,000 | 7 | Jan. & July. | Baltimore. | 1900 | .... | Denver Pacific: 1st Mortgage gold, land grant... | 2,500,000 | 7 | May & Nov. | New York. | 1899 | .... |
| Cincinnati, Hamilton and Dayton: 1st Mort. of 1853..... | 1,250,000 | 7 | May & Nov. | New York. | 1880 | .... | Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg fund tax free. | 16,000pm | 7 | May & Nov. | N.Y.L. & Am. | 1900 | .... |
| 2d Mortgage of 1865..... | 500,000 | 7 | Jan. & July. | " " | 1885 | .... | Des Moines Valley: 1st Mortgage (on 154 miles)..... | 2,310,000 | 8 | April & Oct. | New York. | 1877 | .... |
| 3d Mortgage of 1867..... | 282,000 | 8 | June & Dec. | " " | 1877 | .... | 1st Mortgage Land grant..... | 4,800,000 | 8 | " " | " " | 1895 | .... |
| Cincinnati and Indianapolis June: 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1885 | .... |  |  |  |  |  |  |  |
| 2d Mortgage..... | 798,000 | 7 | March & Sept. | " " | 1893 | .... |  |  |  |  |  |  |  |
| 1st Mortgage (Newcastle Br.) .. | 250,000 | 7 | June & Dec. | " " | 1884 | .... |  |  |  |  |  |  |  |
| Cincinnati, Lafayette and Chi.: 1st Mortgage..... | 1,000,000 | 7 | March & Sept. | New York. | 1891 | .... |  |  |  |  |  |  |  |
| Cin. & Martinsville (L.C. & La.F.): 1st Mortgage guaranteed..... | 400,000 | 7 | Feb. & Aug. | New York. | 1895 | .... |  |  |  |  |  |  |  |
| Cincinnati & Muskingum Valley: 1st Mortgage..... | 1,500,000 | 7 | Jan. & July. | New York. | 1901 | .... |  |  |  |  |  |  |  |
| Cincinnati, Richmond & Chicago: 1st Mortgage guar. by C.H. & D. | 560,000 | 7 | Jan. & July. | New York. | 1896 | .... |  |  |  |  |  |  |  |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|-----------|-------|-------------------|---------------|---------|--------|--------------------------------------|------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Detroit, Kel River and Illinois: | | | | | | | Framingham and Lowell: | | | | | | |
| 1st Mortgage for \$22,000 p.m. | \$..... | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage..... | \$477,683 | 7 | May & Nov. | Boston. | 1891 | .... |
| Detroit, Hillsdale and Indiana: | | | | | | | Frederick and Pennsylvania Line: | | | | | | |
| 1st Mort. \$16,000 p. m. guar..... | 1,170,000 | 8 | June & Dec. | New York. | 1890 | .... | 1st Mortgage gold..... | 250,000 | 6* | April & Oct. | Baltimore. | 1900 | .... |
| 2d Mortgage..... | 300,000 | 8 | Jan. & July. | " | 1891 | .... | Galena & Chic. Union (C.&N.W.): | | | | | | |
| Detroit, Lansing & L. Michigan: | | | | | | | 1st Mortgage..... | 1,785,000 | 7 | Feb. & Aug. | New York. | 1882 | .... |
| 1st Mortgage (consolidation)..... | 3,000,000 | 8 | April & Oct. | Boston. | 1896 | .... | 2d Mortgage..... | 948,000 | 7 | May & Nov. | " | 1875 | .... |
| Detroit and Milwaukee: | | | | | | | Elgin and State Line Purchase..... | 135,000 | 6 | Jan. & July. | " | 1878 | .... |
| 1st Mortgage (D. & M.R.'y) conv. | 2,500,000 | 8 | May & Nov. | New York. | 1875 | .... | Mississippi Bridge..... | 200,000 | 7 | " | " | 1884 | .... |
| 2d Mortgage (")..... | 1,000,000 | 8 | " | " | 1875 | .... | Georgia (and Banking): | | | | | | |
| 1st Funded Coup. (D. & M.R.R.) | 625,924 | 7 | Jan. & July. | " | 1875 | .... | Company bonds (debentures)... | 681,000 | 7 | Jan. & July. | Augusta. | '72-'86 | .... |
| 2d Funded Coup. (")..... | 375,734 | 7 | " | " | 1875 | .... | Gilman, Clinton & Springfield: | | | | | | |
| Oakl. & Ottawa R.R. stg. bonds | 150,867 | 6* | May & Nov. | London. | 1873 | .... | 1st Mortgage gold..... | 2,000,000 | 7* | March & Sept. | N.Y. & Lond. | 1900 | .... |
| Oakl. & Ottawa R.R. curly bonds | 51,000 | 7 | " | New York. | 1873 | .... | 2d Mortgage gold..... | 1,000,000 | 8* | Jan. & July. | " | 1892 | .... |
| Detr. & Pontiac R.R. bonds..... | 250,000 | 7 | " | " | 1878 | .... | Goshen and Deckertown: | | | | | | |
| Detr. & Pontiac R.R. bonds..... | 250,000 | 8 | Feb. & Aug. | " | 1886 | .... | 1st Mortgage..... | 226,500 | 7 | Jan. & July. | New York. | 1888 | .... |
| Detroit, Mon. & Tol. (L.Sh. & M.S.): | | | | | | | Grand Rapids & Indiana: | | | | | | |
| 1st Mortgage Aug. 1, 1859..... | 924,000 | 7 | Feb. & Aug. | New York. | 1876 | .... | 1st Mortgage guar. gold, tax free | 4,000,000 | 7* | Jan. & July. | New York. | 1899 | .... |
| Dubuque and Sioux City: | | | | | | | 1st Mort. not guar. gold, tax free | 4,000,000 | 7* | April & Oct. | " | 1899 | .... |
| 1st Mortgage tax free..... | 894,000 | 7 | Jan. & July. | New York. | 1883 | .... | Grand River Valley (Mich. C.): | | | | | | |
| Dubuque Southwestern: | | | | | | | 1st Mort., assumed by Lessees... | 1,500,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage, guar. by Ill. Cen.. | 450,000 | 7 | April & Oct. | New York. | 1883 | .... | 2d Mortgage, guar. by Lessees... | 500,000 | 8 | March & Sept. | " | 1879 | 102 |
| 1st Mortgage, preferred & guar.. | 100,000 | 7 | Jan. & July. | " | 1883 | .... | Grand Trunk (Ca.): | | | | | | |
| Dunkirk, Warren and Pittsburg: | | | | | | | Equipment Bonds \$500,000..... | 2,500,000 | 6* | April & Oct. | London. | .... | .... |
| 1st Mortgage gold tax free..... | 1,190,000 | 7* | June & Dec. | New York. | 1900 | .... | Equipment Bonds No. 2 \$270,500 | 1,350,000 | 6* | " | " | .... | .... |
| Dutchess and Columbia: | | | | | | | Postal & Military b'ds \$1,200,000 | 6,000,000 | 6* | Feb. & Aug. | " | .... | .... |
| 1st Mortgage Jan. 1, 1868..... | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | .... | 1st Preference Bonds \$2,838,335. | 14,191,675 | 5* | Jan. & July. | " | .... | .... |
| East Alabama and Cincinnati: | | | | | | | 2d Preference Bonds \$1,685,765 | 8,428,825 | 4* | " | " | .... | .... |
| 1st Mort. end \$16,000 p.m. by Ala. | ..... | 8 | Jan. & July. | ..... | 1890 | .... | Provincial Debenture \$3,111,500 | 15,557,500 | .... | ..... | Ottawa. | .... | .... |
| East Brandywine & Waynesburg: | | | | | | | Great Western of Canada: | | | | | | |
| 1st Mortgage..... | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | .... | Perpetual Debentures Stock..... | 227,273 | 5 | Jan. & July. | London. | perp. | .... |
| 2d Mortgage..... | 35,000 | 8 | " | " | 1873 | .... | Common (Company) Bonds..... | 1,384,117 | 4 | " | " | '72-'73 | .... |
| East Pennsylvania (Ph. & Rdg.): | | | | | | | Common (") Bonds..... | 2,993,975 | 6 | May & Nov. | " | '73-'76 | .... |
| 1st Mortgage, guaranteed..... | 495,000 | 7 | March & Sept. | Philadelphia. | 1888 | .... | Common (") Bonds..... | 2,662,067 | 5* | April & Oct. | " | '77-'78 | .... |
| East Tenn. & Georgia (E.T.V. & G.): | | | | | | | Common (") Bonds..... | 4,867 | 5 | " | " | 1881 | .... |
| 1st Mortgage..... | 870,000 | 6 | Jan. & July. | New York. | '76-'86 | .... | Common (") Bonds..... | 3,650,000 | 6 | June & Dec. | " | 1890 | .... |
| East Tenn. & Vir. (E.T.V. & Ga.): | | | | | | | Greenville and Columbia: | | | | | | |
| 1st Mortgage, endorsed..... | 175,000 | 6 | Jan. & July. | New York. | 1886 | .... | 1st Mortgage guar. by S. Car..... | 1,426,546 | 7 | Jan. & July. | New York. | '81-'86 | .... |
| East Tennessee, Virginia & Ga.: | | | | | | | 1st Mortgage not guaranteed..... | 376,766 | 7 | " | " | '81-'86 | .... |
| 1st Mort., skg fund for \$3,500,000 | 2,519,000 | 7 | Jan. & July. | New York. | 1890 | .... | Greenwich and Johnsonville: | | | | | | |
| Eastern Mass.: | | | | | | | 1st Mortgage..... | 130,000 | 7 | May & Nov. | New York. | 1889 | .... |
| English Loan, July 1, 1862..... | 383,000 | 6* | Jan. & July. | London. | 1872 | .... | Hackensack & New York Ext.: | | | | | | |
| Loan of 1864-'74..... | 750,000 | 6 | Feb. & Aug. | Boston. | 1874 | .... | 1st Mortgage, \$10,700 p.m..... | 300,000 | 7 | May & Nov. | New York. | 1889 | .... |
| 1st Mort. (Essex R.R.) assumed. | 194,400 | 6 | Jan. & July. | " | 1876 | .... | Hannibal and Naples (T.W. & W.): | | | | | | |
| Loan of 1865-'85..... | 160,000 | 6 | April & Oct. | " | 1885 | .... | 1st Mortgage..... | 675,000 | 7 | May & Nov. | New York. | 1898 | .... |
| Loan of 1868-'88..... | 500,000 | 6 | March & Sept. | " | 1888 | .... | 2d Mortgage..... | 225,000 | 7 | Jan. & July. | " | 1890 | .... |
| Loan of 1869-'89..... | 1,000,000 | 6 | May & Nov. | " | 1889 | 95 | Hannibal & Central Missouri: | | | | | | |
| Eastern Shore (Md.): | | | | | | | 1st Mortgage gold, tax free..... | 1,000,000 | 7 | May & Nov. | New York. | 1890 | .... |
| 1st Mortgage..... | 400,000 | 6 | Jan. & July. | Baltimore. | 1880 | .... | 2d Mortgage..... | 250,000 | 7 | Feb. & Aug. | " | 1890 | .... |
| 2d Mortgage..... | 180,000 | 6 | April & Oct. | " | 1886 | .... | Hannibal and St. Joseph: | | | | | | |
| Elizabethtown and Paducah: | | | | | | | Missouri State Loan..... | 1,500,000 | 6 | Jan. & July. | New York. | '71-'77 | 91 |
| 1st Mortgage, convertible..... | 3,000,000 | 8 | March & Sept. | New York. | 1890 | .... | Missouri State Loan..... | 1,500,000 | 6 | " | " | '87-'88 | .... |
| Elmira and Williamsport (N. Cen.): | | | | | | | Six years Mortgage bonds (222m) | 5,000 | 10 | " | " | 1872 | .... |
| 1st Mortgage guaranteed..... | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | .... | Five years' notes (277 m.)..... | 139,300 | 8 | Various. | " | 1874 | .... |
| Income Mortgage guaranteed .. | 570,000 | 5 | May & Nov. | " | 1872 | .... | Fifteen years' bonds (277 m.)..... | 3,476,000 | 8 | March & Sept. | " | 1885 | 94 |
| Erie Railway: | | | | | | | 1st Mort. (Q. & Palm.R.R. 15 m.) | 100,000 | 8 | Feb. & Aug. | " | 1892 | .... |
| 1st Mortgage..... | 3,000,000 | 7 | May & Nov. | New York. | 1897 | 103 | 1st Mort. (K. City & Cam.R.R. 55m) | 1,200,000 | 10 | Jan. & July. | " | 1886 | .... |
| 2d Mortgage convertible..... | 4,000,000 | 7 | March & Sept. | " | 1879 | .... | General Land Mortgage (277 m.) | 1,134,100 | 7 | April & Oct. | " | 1888 | .... |
| 3d Mortgage..... | 6,000,000 | 7 | " | " | 1883 | 100 | General Mortgage conv. (277 m.) | 5,600 | 7 | Jan. & July. | " | 1888 | .... |
| 4th Mortgage convertible..... | 4,441,000 | 7 | April & Oct. | " | 1880 | 95 | Harlem Extension: | | | | | | |
| 5th Mortgage convertible..... | 926,500 | 7 | June & Dec. | " | 1888 | .... | 1st Mortgage..... | 4,000,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Buffalo Branch, 1st mortgage..... | 186,400 | 7 | Jan. & July. | " | 1891 | .... | Harrisburg & Lancaster: | | | | | | |
| Sterling Loan (\$1,000,000) conv. | 4,844,400 | 6* | March & Sept. | London. | 1876 | .... | 1st Mortgage, guar. by Pa. Co... | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | .... |
| Consol. Mort. for \$30,000,000, g'd | 3,000,000 | 7* | " | NY & London. | 1920 | .... | Hartford and New Haven: | | | | | | |
| Erie and Louisville: | | | | | | | 1st Mortgage..... | 754,000 | 6 | Jan. & July. | Hartford. | 1873 | .... |
| Mortgage of 1871..... | 1,000,000 | 7 | April & Oct. | New York. | 1901 | .... | Hartford, Providence and Fishkill: | | | | | | |
| Erie and Pittsburg (Penn.): | | | | | | | 1st Mort. (R. I. 26.32 m.) skg fund | 481,000 | 7 | Jan. & July. | Providence. | 1876 | .... |
| 1st Mortgage..... | 372,800 | 7 | Jan. & July. | New York. | 1882 | .... | 1st Mort. (Conn. 96.04 m.) skg f. d. | 1,574,500 | 7 | " | Hartford. | 1876 | .... |
| 2d Mortgage..... | 115,200 | 7 | March & Sept. | " | 1890 | .... | Holly, Wayne & Monroe (F. & P.M.): | | | | | | |
| Consolidated Mortgage tax free. | 2,094,000 | 7 | Jan. & July. | " | 1893 | .... | 1st Mortgage guar., tax free..... | 1,000,000 | 8 | Jan. & July. | New York. | 1901 | .... |
| Equipment Mortgage..... | 600,000 | 7 | April & Oct. | " | 1890 | .... | Holyoke and Westfield: | | | | | | |
| European & N. American (Me.): | | | | | | | 1st Mortgage..... | 200,000 | 7 | April & Oct. | Boston. | 1891 | .... |
| Penobscot R.R. (14 m.) bonds..... | 68,800 | 6 | Jan. & July. | Bangor. | 1875 | .... | Housatonic: | | | | | | |
| B'gor L'n, 2d on 14m. & 1st on 81m. | 1,000,000 | 6 | " | N. Y. & Lond. | 1894 | .... | 1st Mortgage sinking fund..... | 191,000 | 7 | Jan. & July. | Brpt. & Bost. | 1877 | .... |
| Gen'l & Land M. (1st on 69m.) g'd | 2,000,000 | 6* | March & Sept. | " | 1899 | .... | 2d Mortgage..... | 100,000 | 7 | Feb. & Aug. | " | 1885 | .... |
| Evansville and Crawfordsville: | | | | | | | 3d Mortgage of 1869..... | 100,000 | 6 | April & Oct. | " | 1889 | .... |
| 1st Mortgage (main line) skg fund | 1,004,000 | 7 | Jan. & July. | New York. | 1889 | .... | Houston and Texas Central: | | | | | | |
| 1st Mortgage "..... | 1,000,000 | 7 | March & Sept. | " | 1889 | .... | 1st Mortgage L.G. skg fund, gold. | 6,620,000 | 7* | Jan. & July. | New York. | 1891 | .... |
| 1st Mort. (Rockville Extension). | 150,000 | 7 | Feb. & Aug. | " | 1881 | .... | Hudson River (N.Y. Cen. & H.R.): | | | | | | |
| Evansville, Henderson & Nashv.: | | | | | | | 1st Mortgage..... | 200,000 | 7 | Feb. & Aug. | New York. | 1870 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1897 | .... | 2d Mortgage, sinking fund..... | 1,894,000 | 7 | June & Dec. | " | 1885 | 106 |
| Evansville, Terre Haute & Chi.: | | | | | | | 3d Mortgage..... | 180,000 | 7 | May & Nov. | " | 1885 | .... |
| 1st Mortgage, gold..... | 750,000 | 7* | May & Nov. | New York. | 1900 | .... | Hudson Connecting (NY & O.Mid): | | | | | | |
| Fall River, Warren & Providence: | | | | | | | 1st Mortgage gold..... | 400,000 | 7* | May & Nov. | New York. | 1902 | .... |
| 1st Mortgage..... | 200,000 | 7 | Jan. & July. | Providence. | 1882 | .... | Huntington and Broad Top Mt.: | | | | | | |
| Flint and Pere Marquette: | | | | | | | 1st Mortgage gold..... | 416,000 | 7* | April & Oct. | Philadelphia. | 1890 | .... |
| Land Mort. 1st series (56,241 a.) | 188,500 | 7 | May & Nov. | New York. | 1880 | | 2d Mortgage..... | 267,500 | 7 | Feb. & | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|-----------------|-------|--------|--|-------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Indianapolis, Cin. and Lafayette: | | | | | | | Lake Shore & Michigan So.: | | | | | | |
| 1st Mortgage (Ind. & Cin.) of 1888 | \$1,589,500 | 7 | April & Oct. | New York. | 1888 | .... | Sinking Fund Oct. 1, 1869..... | \$1,800,000 | 7 | April & Oct. | New York. | 1879 | .... |
| 1st Mortgage (I. C. & L.F.) of 1887 | 2,770,000 | 7 | Feb. & Aug. | " " | 1897 | .... | Consol. registered July 1, 1870... | 3,699,000 | 7 | J. A. J. & O. | " " | 1890 | 100 |
| 1st Mortgage (") of 1889 | 1,566,000 | 7 | June & Dec. | " " | 1899 | .... | Consol. coupon July 1, 1870..... | 1,334,000 | 7 | Jan. & July. | " " | 1890 | 100 |
| Indianapolis and St. Louis: | | | | | | | Dividend (Lake Shore) Ap. 1, '69 | 1,500,000 | 7 | April & Oct. | " " | 1899 | 97 |
| 1st Mortgage..... | | 7 | Jan. & July. | New York. | 1916 | .... | Sunbury July 1, 1864..... | 500,000 | 7 | Jan. & July. | " " | 1874 | .... |
| 1st Mortgage..... | 2,000,000 | 7 | March & Sept. | " " | 1916 | .... | Reg. Jan. 1, 1855 C.P. & A. R.R. | 1,000,000 | 7 | " " | " " | 1880 | .... |
| 1st Mortgage..... | | 7 | April & Oct. | " " | 1916 | .... | 3d Mort. Oct. 1, '67 | 1,000,000 | 7 | April & Oct. | " " | 1892 | 96 |
| 2d Mortgage..... | 1,000,000 | 7 | " " | " " | 1900 | .... | 1st Mort. (June R.R.) (Dec. 1, '62) | 115,000 | 7 | June & Dec. | " " | 1872 | .... |
| Equipment Mortgage..... | 500,000 | 8 | Jan. & July. | " " | 1881 | .... | Skf Fund July 1, 1855 C. & Tol. | 2,014,000 | 7 | Jan. & July. | " " | 1885 | 102 |
| Iowa Eastern: | | | | | | | Mort. April 1, 1866 | 864,000 | 7 | April & Oct. | " " | 1886 | .... |
| 1st Mortgage gold..... | 14,000pm | 7* | Feb. & Aug. | New York. | 1902 | .... | 1st Mort. May 1, 1855 M. S. & N.I. | 5,256,000 | 7 | May & Nov. | " " | 1885 | 103 |
| Iowa Falls & Sioux City (Ill. Cen.) | 2,960,000 | 7 | April & Oct. | New York. | 1917 | .... | 2d Mort. Oct. 31, 1887 | 2,693,000 | 7 | " " | " " | 1877 | 99 |
| 1st Mortgage guaranteed..... | | | | | | | Mort. Nov. 1, 1858 | 100,000 | 7 | May & Nov. | " " | 1873 | .... |
| Iowa Midland (C. & N. W.): | | | | | | | Mort. July 1, 1862 Buff. & Erie. | 200,000 | 7 | Jan. & July. | " " | 1882 | .... |
| 1st Mort., \$16,000 guar..... | | 8 | Feb. & Aug. | New York. | 1900 | 105 | Mort. Sept. 1, 1866 | 300,000 | 7 | March & Sept. | " " | 1886 | .... |
| Ironton (Penna.): | | | | | | | Mort. April 1, 1868 | 3,000,000 | 7 | April & Oct. | " " | 1898 | .... |
| 1st Mortgage..... | 100,000 | 7 | May & Nov. | Philadelphia. | 1875 | .... | 1st Mort. Aug. 1, 1856 (D.M. & Tol.) | 924,000 | 7 | Feb. & Aug. | " " | 1876 | .... |
| Ithaca and Athens: | | | | | | | 1st Mort. Sept. 1, 1869 (Kal. W.P.) | 400,000 | 8 | Jan. & July. | " " | 1870 | .... |
| 1st Mortgage gold, skg fund.... | 600,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mort. Oct. 1, 1867 (Sch. & Th.R.) | 100,000 | 8 | " " | " " | 1887 | .... |
| Jackson, Lansing & Saginaw (MC): | | | | | | | 1st Mort. Oct. 1, 1867 (Kal. & Sch.) | 100,000 | 8 | " " | " " | 1887 | .... |
| 1st Mortgage..... | 1,495,000 | 8 | Jan. & July. | New York. | 1886 | .... | 1st M. July 1, '68 (Kal. Al. & Gr. R.) | 840,000 | 7 | " " | " " | 1858 | .... |
| 2d Mortgage..... | 500,000 | 8 | March & Sept. | " " | 1888 | .... | 1st Mort. July 1, 1863 (J. & Frank.) | 500,000 | 7 | " " | " " | var | .... |
| 1st Mortgage, Northern Ext..... | 940,000 | 8 | May & Nov. | " " | 1890 | .... | 2d Mort. Jun. 1, 1869 | 500,000 | 7 | June & Dec. | " " | 1894 | .... |
| Jacksonville, Pensack and Mobile: | | | | | | | Lawrence (P. Ft. W. & Chi.): | | | | | | |
| 1st Mort. Florida State Loan g'd | 4,000,000 | 8 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage, guaranteed..... | 600,000 | 7 | April & Oct. | Philadelphia. | 1896 | .... |
| Jamestown & Frank. (L.S. & M. So.) | 496,000 | 7 | Jan. & July. | New York. | 1897 | .... | Leavenworth, Lawr. & N. West'n: | | | | | | |
| 2d Mortgage guaranteed..... | 500,000 | 7 | June & Dec. | " " | 1894 | .... | 1st Mort. guar. by Pac. of Mo... | 355,000 | 7 | Feb. & Aug. | New York. | 1899 | .... |
| Jefferson (Erie): | | | | | | | Leaven, Lawrence & Galveston... | 5,000,000 | 10 | Jan. & July. | N. Y. & Bost. | 1899 | .... |
| 1st Mort. (Hawley Section)..... | 206,000 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mort. skg fund conv., gold... | | | | | | |
| 2d Mort. (")..... | 94,000 | 7 | " " | " " | 1889 | .... | 1st Mortgage tax free..... | 300,000 | 7 | Feb. & Aug. | Philadelphia. | 1897 | .... |
| 1st Mort. (Carbondale Section)..... | 2,000,000 | 7 | " " | " " | 1889 | .... | Lehigh Valley: | | | | | | |
| Jeffersonville, Madison & Indian: | | | | | | | 1st Mortgage (old loan)..... | 902,000 | 6 | May & Nov. | Philadelphia. | 1873 | .... |
| 1st Mortgage consol..... | 2,089,000 | 7 | April & Oct. | New York. | 1906 | .... | 1st Mortgage (new loan) tax free | 3,546,000 | 6 | June & Dec. | " " | 1898 | 98 |
| 2d Mortgage consol..... | 2,000,000 | 7 | Jan. & July. | " " | 1910 | .... | 2d Mortgage for \$6,000,000 | 4,712,000 | 7 | March & Sept. | " " | 1910 | 106 |
| 1st Mortgage (Ind. & Mad.) guar. | 397,000 | 7 | May & Nov. | " " | 1882 | .... | Lexington & St. Louis (P. of Mo.): | | | | | | |
| 2d Mortgage (Jeffersonville R.R.) | 345,000 | 7 | April & Oct. | " " | 1873 | .... | 1st Mortgage gold..... | 1,000,000 | 6 | June & Dec. | New York. | 1899 | .... |
| Joliet and Chicago (C. & Alton): | | | | | | | Little Miami: | | | | | | |
| 1st Mortgage skg fund guar..... | 500,000 | 8 | Jan. & July. | New York. | 1882 | .... | 1st Mortgage..... | 1,474,000 | 6 | May & Nov. | New York. | 1883 | .... |
| Joliet & Northern Ind. (Mich. C.): | | | | | | | Street Connection Bonds..... | 500,000 | 6 | Jan. & July. | " " | 1894 | .... |
| 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | New York. | 1874 | .... | Little Rock and Fort Smith: | | | | | | |
| Junction (Cin. & Indianapolis): | | | | | | | 1st Mortgage gold..... | 3,000,000 | 6* | Jan. & July. | N. Y. & Bost. | 1900 | .... |
| 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1885 | .... | Land Grant sinking fund..... | 5,000,000 | 7 | April & Oct. | " " | 1900 | .... |
| 2d Mortgage..... | 798,000 | 7 | March & Sept. | " " | 1893 | .... | Little Schuylkill (P. & Rdg.): | | | | | | |
| 1st Mortgage (Newcastle Br.) | 250,000 | 7 | June & Dec. | " " | 1884 | .... | 1st Mortgage, guaranteed..... | 771,500 | 7 | April & Oct. | Philadelphia. | 1877 | .... |
| Junction, Philadelphia: | | | | | | | Logansport, Crawf. & S'wain Ind.: | | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1882 | .... | 1st Mortgage gold..... | 1,500,000 | 8* | F. M. & A. N. | New York. | 1900 | .... |
| 2d Mortgage not guaranteed.... | 300,000 | 6 | April & Oct. | " " | 1900 | .... | Long Br. and Sea Shore (N.J. So.): | | | | | | |
| Junction and Breakwater: | | | | | | | 1st Mortgage guaranteed..... | 200,000 | 6 | Jan. & July. | New York. | 1889 | .... |
| 1st Mort. guar. by Delaware..... | 400,000 | 6 | Jan. & July. | New York. | 1890 | .... | Long Dock (Erie): | | | | | | |
| Kalamazoo, Allegan & Gr. Rapids: | | | | | | | 1st Mortgage guaranteed..... | 3,500,000 | 7 | June & Dec. | New York. | 1892 | 96 |
| 1st Mort. assumed by L.S. & M. So. | 840,000 | 8 | Jan. & July. | New York. | 1888 | .... | Long Island: | | | | | | |
| Kalamazoo and Schoolcraft: | | | | | | | 1st Mortgage main line..... | 500,000 | 6 | Jan. & July. | New York. | 1875 | .... |
| 1st Mort. assumed by L.S. & M. S. | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage (Extension)..... | 175,000 | 7 | Feb. & Aug. | " " | 1890 | .... |
| Kalamazoo & S. Haven (M. Cen.): | | | | | | | 1st Mortgage (Glen Cove Br.) | 150,000 | 6 | May & Nov. | " " | 1893 | .... |
| 1st Mortgage guar. by Lessees.... | 640,000 | 8 | May & Nov. | Boston. | 1889 | .... | General Mortgage..... | 775,000 | 7 | " " | " " | 1899 | .... |
| Kalamazoo & White Pigeon: | | | | | | | Louisville & Miss. Riv. (Ch. & Al): | | | | | | |
| 1st Mort. assumed by L.S. & M. S. | 400,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage..... | 4,300,000 | 7 | Feb. & Aug. | New York. | 1900 | .... |
| Kan. City, St. Jo. & Coun. Bluffs: | | | | | | | Louisville, Cin. and Lexington: | | | | | | |
| 1st Mort. (C. B. & St. Jo. 52 m.) | 500,000 | 7 | Jan. & July. | N. Y. & Bost. | 1888 | .... | 1st Mortgage for Cincinnati Br. | 3,000,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 2d Mort. (")..... | 150,000 | 10 | " " | " " | 1878 | .... | 2d Mortgage for \$1,000,000..... | 345,000 | 8 | April & Oct. | " " | 1900 | .... |
| 1st Mort. (St. Jo. & C.B. 78 m.) ext. fr. | 1,400,000 | 10 | March & Sept. | " " | 1892 | .... | Louisville and Nashville: | | | | | | |
| 2d Mort. (")..... | 539,500 | 10 | June & Dec. | " " | 1874 | .... | 1st Mortgage (main line 185 m.) | 1,154,000 | 7 | Jan. & July. | New York. | 1897-77 | .... |
| 1st Mort. (Mo. Valley 130 m.)... | 1,500,000 | 7 | Feb. & Aug. | New York. | 1893 | .... | 1st Mortgage (Memph Br. 46.37m.) | 184,000 | 7 | May & Nov. | " " | 72-75 | .... |
| 1st Mort. (")..... | 1,000,000 | 7* | " " | " " | 1893 | .... | 1st Mort. (Leb. Br. Ext. 73.2m.) | 88,000 | 7 | " " | " " | 80-85 | .... |
| Consolidated Mort. (260m.) conv. | 687,000 | 8 | March & Sept. | " " | 1892 | .... | 1st Mortgage (Consolid. 392 m.) | 8,000,000 | 7 | April & Oct. | " " | 1898 | .... |
| Kansas City & Santa Fe (L.S. & G.) | | | | | | | Louisv., N. Al. & St. Lo. Air-Line: | | | | | | |
| 1st Mortgage guar. by Lessees... | 2,000,000 | 10 | May & Nov. | Boston. | 1900 | .... | 1st Mortgage gold, \$25,000 p. m. | 2,875,000 | 7* | " & " | New York. | 1901 | .... |
| Kansas Pacific: | | | | | | | Macon and Augusta: | | | | | | |
| 1st Mort. (1st Div. 140 m.) gold... | 2,240,000 | 6* | Feb. & Aug. | N.Y. & St. Lo. | 1895 | .... | 1st Mortgage end. by State of Ga. | 670,000 | 7 | Jan. & July. | New York. | 1888-91 | .... |
| 1st Mort. (2d Div. 253.94 m.) gold | 4,063,000 | 6* | June & Dec. | " " | 1896 | .... | 1st Mortgage not guaranteed... | 100,000 | 7 | " " | " " | 1890 | .... |
| 1st M. (3d Div. 244.66m. & 3.0, 0.000a) | 6,500,000 | 7* | May & Nov. | N. Y. & Lond. | 1899 | .... | Macon and Brunswick: | | | | | | |
| 1st Mortgage (1,000,000 acres)... | 216,000 | 7 | March & Sept. | N. Y. & St. Lo. | 1876 | .... | 1st Mort. endorsed by Ga..... | 1,000,000 | 7 | Jan. & July. | New York. | 1877 | .... |
| 1st Mortgage (2,000,000 acres) gld | 1,389,000 | 7 | May & Nov. | N. Y. & Lond. | 1880 | .... | 1st Mort. (")..... | 600,000 | 7 | May & Nov. | " " | 1900 | .... |
| 1st Mort. (Leavenworth Branch) | 600,000 | 7 | Jan. & July. | N. Y. & St. Lo. | 1896 | .... | 2d Mortgage..... | 1,100,000 | 7 | April & Oct. | " " | 1883 | .... |
| 2d Mortgage (Gov't Subsidy).... | 6,303,000 | 6 | " " | U. S. Treas. | 95-97 | .... | Equipment Mortgage..... | 150,000 | 7 | " " | " " | 1879 | .... |
| 3d Mortgage (Income)..... | 4,275,000 | 7 | " " | " " | 1916 | .... | Macon and Western: | | | | | | |
| Kent County (Del.): | | | | | | | 1st Mortgage of Oct. 1870..... | 150,000 | 7 | April & Oct. | " " | 1880 | .... |
| 1st Mortgage for \$600,000..... | 400,000 | 6 | Jan. & July. | Philadelphia. | 1880 | .... | Maine Central: | | | | | | |
| Kentucky Central: | | | | | | | Consolidated Mort. for \$7,500,000 | ..... | 7 | Jan. & July. | Boston. | 1912 | 100 |
| 1st Mortgage (Cov. & Lex.) 1852. | 123,000 | 7 | March & Sept. | New York. | 1872 | .... | \$1,100,000 Loan, tax free..... | 746,300 | 7 | " " | " " | 1898 | .... |
| 2d Mortgage (") 18 3. | 844,000 | 7 | " " | " " | 1883 | .... | Bangor (P. & K.) Loan..... | 514,000 | 6 | April & Oct. | " " | 1875 | .... |
| 3d Mortgage (Kent. Cen.) 1-65. | 237,000 | 7 | June & Dec. | " " | 1885 | .... | Extension (gold) Loan..... | 491,000 | 6 | " " | " " | 1.00 | .... |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|-----------|-------|-------------------|---------------|---------|--------|--------------------------------------|-------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Maryland and Delaware: | | | | | | | Nashville and Chattanooga: | | | | | | |
| 1st Mortgage..... | \$850,000 | 6 | May & Nov. | Boston | 1885 | .... | 1st Mortgage, endorsed by Tenn. | \$1,546,000 | 6 | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage..... | 150,000 | 6 | June & Dec. | " | 1889 | .... | Nashville and Decatur (L. & N. S.) | | | | | | |
| Massillon & Cleve. (C.M. V. & D.) | | | | | | | 1st Mortgage sinking fund, guar. | 2,100,000 | 7 | Jan. & July. | New York. | 1900 | .... |
| 1st Mortgage guaranteed, gold.. | 100,000 | 7* | Jan. & July. | New York. | 1890 | .... | 2d Mortgage gold | 500,000 | 6* | April & Oct. | Nashville. | 1887 | .... |
| Maysville and Lexington: | | | | | | | Wauganuck: | | | | | | |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage..... | 112,500 | 7 | Jan. & July. | Bridgeport. | 1876 | .... |
| Memphis and Charleston: | | | | | | | Newark & New York (Cen. N.J.) | | | | | | |
| 1st Mortgage, Convertible..... | 1,293,000 | 7 | March & Sept. | New York. | 1880 | .... | 1st Mortgage guar..... | 600,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " | 1883 | .... | Newark, Somerset & Straitsville: | | | | | | |
| Memphis and Little Rock: | | | | | | | 1st Mortgage gold..... | 800,000 | 7* | May & Nov. | New York. | 1889 | .... |
| 1st Mortgage..... | 1,300,000 | 8 | May & Nov. | New York. | 1890 | .... | New Brunswick and Canada: | | | | | | |
| Michigan Air Line: | | | | | | | 1st Mortgage, Sterling £200,000.. | 972,000 | 6* | May & Nov. | London. | 1867 | .... |
| 1st Mortgage (E.Div.) \$15,000pm. | | 8 | Jan. & July. | Boston. | 1890 | .... | Newburg & New York (Erie): | | | | | | |
| Michigan Central: | | | | | | | 1st Mortgage for \$900,000..... | | 7 | Jan. & July. | New York. | 1889 | .... |
| 1st Mortgage, convertible..... | 563,000 | 8 | April & Oct. | New York. | 1882 | .... | New H., Middle'n & Willman: | | | | | | |
| 1st Mortgage, sinking fund conv. | 2,294,500 | 8 | " | " | 1882 | .... | 1st Mortgage (coup. & reg.)..... | 3,000,000 | 7 | May & Nov. | New York. | 1889 | .... |
| 1st Mortgage, sterling..... | 467,489 | 6* | Jan. & July. | London. | 1872 | .... | New Haven & Northampton: | | | | | | |
| 1st Mort. (M. Air L. W.D.) assu'd | 1,900,000 | 8 | " | New York. | 1890 | .... | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | N. Y. & N. H. | 1899 | .... |
| 1st Mort. (Gr. Riv. Valley) guar. | 1,000,000 | 8 | " | " | 1886 | .... | Convertible..... | 400,000 | 6 | April & Oct. | " | 1880 | .... |
| 2d Mort. (") guar..... | 500,000 | 8 | March & Sept. | " | 1879 | .... | Holyoke and Westfield bonds..... | 2,000,000 | 7 | " | " | 1891 | .... |
| 1st Mort. (Kal. & So. Hav.) t. f. guar | 640,000 | 8 | May & Nov. | " | 1889 | .... | New Jersey Sec. United Compan's. | | | | | | |
| 2d Mort. (") guar..... | 70,000 | 8 | " | " | 1889 | .... | New Jersey Midland (N.Y. & O.M.): | | | | | | |
| Michigan Lake Shore: | | | | | | | 1st Mortgage gold, guar..... | 3,000,000 | 7* | Feb. & Aug. | New York. | 1895 | .... |
| 1st Mortgage..... | 800,000 | 8 | Jan. & July. | New York. | 1889 | .... | 2d Mortgage currency..... | 1,500,000 | 7 | " | " | 1881 | .... |
| Middletown, Union & W. Gap (E.): | | | | | | | New Jersey Southern: | | | | | | |
| 1st Mortgage tax free..... | 225,000 | 7 | May & Nov. | New York. | 1886 | .... | 1st Mortgage..... | 2,000,000 | 7 | May & Nov. | New York. | 1899 | 80 |
| Midland of Canada: | | | | | | | 1st Mortgage (Tom's Riv. Br.).. | 120,000 | 7 | March & Sept. | " | 1888 | .... |
| 1st Mortgage sterling £235,000.. | 1,143,667 | 6* | May & Nov. | London. | 1896 | .... | Income Mortgage..... | 750,000 | 7 | April & Oct. | " | 1881 | .... |
| Midland Pacific: | | | | | | | New Jersey West Line: | | | | | | |
| 1st Mortgage gold, tax free..... | 1,100,000 | 7* | Feb. & Aug. | New York. | 1899 | .... | 1st Mort. gold, for \$3,000,000..... | | 7* | May & Nov. | New York. | 1900 | .... |
| Milwaukee and St. Paul: | | | | | | | New London Northern (Vt. Cen.): | | | | | | |
| 1st Mortgage..... | 5,502,000 | 7 | Jan. & July. | New York. | 1893 | 92½ | 1st Mortgage..... | 300,000 | 6 | March & Sept. | New York. | 1885 | .... |
| 2d Mortgage..... | 1,191,000 | 7 | April & Oct. | " | 1884 | .... | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | " | 1888 | .... |
| 1st Mortgage (E. Div. Palmer)... | 791,500 | 8 | May & Nov. | " | 1874 | .... | Convertible..... | 200,000 | ... | " | " | 1872 | .... |
| 1st Mort. (Gowa and Minn.)..... | 3,793,000 | 7 | Jan. & July. | " | 1897 | 88 | N. Orleans, Jackson & Gt. North: | | | | | | |
| 1st Mortgage (Minn. Cent.)..... | 207,000 | 7 | " | " | 1870 | 90 | 1st Mortgage 1856..... | 3,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage (Iowa & Dak.)..... | 1,008,000 | 7 | " | " | 1870 | .... | 2d Mortgage 1860, for \$5,000,000. | 2,000,000 | 8 | April & Oct. | " | 1890 | .... |
| 1st Mortgage (P. du Chien)..... | 3,674,000 | 8 | Feb. & Aug. | " | 1898 | 107½ | Income Mortgage, 1870 gold... | 1,000,000 | 8* | May & Nov. | " | 1890 | .... |
| 2d Mortgage (P. du Chien)..... | 1,315,000 | 7.3 | " | " | 1898 | 95 | N. Orleans Extension, 1870 gold | 1,500,000 | 8* | Jan. & July. | " | 1890 | .... |
| Milwaukee City Loan..... | 233,000 | 7 | March & Sept. | " | 1873 | .... | New Orleans, Mobile and Texas: | | | | | | |
| 1st Mort. (Milw. & Wln.)..... | 234,000 | 7 | Jan. & July. | " | 1891 | .... | 1st M. (N.O. to T. 227 m) skg fd.... | 2,825,000 | 8 | Jan. & July. | New York. | 1915 | .... |
| Real Estate Purchase..... | 148,500 | 7 | " | " | .... | .... | 1st M. (") gold skg fd..... | 2,825,000 | 8 | " | N.Y. or Lond. | 1915 | .... |
| Milw. Manitowoc & Green Bay: | | | | | | | 2d Mortgage, endorsed by La..... | | | | New York. | 1915 | .... |
| 1st Mortgage for \$2,500,000..... | | 7 | " | " | 1891 | .... | New York and Boston: | | | | | | |
| Milwaukee and Northern: | | | | | | | 1st Mortgage gold, for \$3,000,000 | | 7* | May & Nov. | N. Y. & N. O. | 1889 | .... |
| 1st Mortgage for \$13,000 p.m..... | | 8 | June & Dec. | New York. | 1890 | .... | New York Central & Hudson R. | | | | | | |
| Mineral Point: | | | | | | | Debt Certif. (N. Y. Central).... | 5,936,626 | 6 | May & Nov. | New York. | 1883 | 95 |
| 1st Mortgage, Dec. 21, 1868..... | 320,000 | 10 | Jan. & July. | New York. | 1890 | .... | Bonds for debt ass'd (N.Y. Cen.)... | 1,614,000 | 7 | Feb. & Aug. | " | 1876 | .... |
| Minneapolis & Duluth (L.S. & M.) | | | | | | | Bonds for R. & N. S. t. (") | 76,000 | 6 | May & Nov. | " | 1883 | .... |
| 1st Mortgage gold, guaranteed.. | 400,000 | 8* | Jan. & July. | New York. | 1911 | .... | Bonds for R. R. stocks (") | 592,000 | 6 | " | " | 1883 | .... |
| 1st Mortgage gold, guaranteed.. | 700,000 | 7* | Jan. & July. | New York. | 1911 | .... | Bonds for real estate (") | 162,000 | 6 | " | " | 1883 | .... |
| Minnesota and North Western: | | | | | | | Bonds of 1854 renewed (") | 2,900,000 | 6 | Feb. & Aug. | " | 1887 | .... |
| 1st Mort. gold, skg fd & tax free | 20,000pm | 7* | Jan. & July. | New York. | 1895 | .... | 1st Mort. (Hudson Riv.)..... | 200,000 | 7 | June & Dec. | " | 1870 | .... |
| Mississippi Central: | | | | | | | 2d Mort. (") S. F..... | 1,894,000 | 7 | Feb. & Aug. | " | 1885 | .... |
| 1st Mortgage..... | 1,354,000 | 7 | May & Nov. | New York. | 1899-71 | .... | 3d Mort. (") | 180,000 | 7 | June & Dec. | " | 1875 | .... |
| 2d Mortgage..... | 2,000,000 | 8 | Feb. & Aug. | " | 1875 | .... | Bonds of '71, tax free (N.Y.C. & H.) | 1,950,000 | 7 | May & Nov. | " | 1891 | .... |
| General Mort. for \$5,000,000 gold | | 7* | May & Nov. | " | 1912 | .... | New York and Harlem: | | | | | | |
| Mississippi, Ouachita & Red Riv: | | | | | | | 1st Mortgage of 1853..... | 3,000,000 | 7 | May & Nov. | New York. | 1873 | .... |
| 1st Mortgage gold..... | 1,860,000 | 7* | " | " | .... | .... | Consolidated mortgage of 1863.. | 1,754,000 | 6 | Feb. & Aug. | " | 1893 | .... |
| 1st Mort. Land Grant bonds..... | 1,000,000 | 7* | " | " | .... | .... | Sinking Fund mortgage of 1861. | 111,850 | 7 | Jan. & July. | " | 1881 | .... |
| State (Ark.) subsidy \$10,000p.m. | 1,550,000 | 7 | April & Oct. | " | 1910 | .... | Bonds of 1853, unsecured..... | 106,000 | 7 | " | " | 1873 | .... |
| Mississippi and Tennessee: | | | | | | | N. York, Housatonic & Northern: | | | | | | |
| 1st Mortgage of April 1, 1856..... | 600,000 | 7 | April & Oct. | New York. | 1876 | .... | 1st Mortgage for \$500,000..... | 161,000 | 7 | Feb. & Aug. | New York. | 1889 | .... |
| Consolidated Mort. Sept. of 1866. | 1,181,600 | 8 | Jan. & July. | " | '81-'93 | .... | New York and New Haven: | | | | | | |
| Mississippi Valley and Western: | | | | | | | 1st Mortgage..... | 1,059,500 | 7 | April & Oct. | New York. | 1875 | .... |
| 1st Mortgage \$20,000 p. m..... | | 8 | April & Oct. | New York. | 1902 | .... | New York & Oswego Midland: | | | | | | |
| Missouri, Iowa and Nebraska: | | | | | | | 1st Mortgage gold, tax free..... | 8,000,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| 1st Mortgage gold, sinking fund. | | 7* | Jan. & Dec. | " | 1910 | .... | 2d Mortgage convertible..... | 2,500,000 | 7 | May & Nov. | " | 1898 | .... |
| Missouri, Kansas and Texas: | | | | | | | 2d Mortgage non-convertible..... | 1,500,000 | 7 | " | " | 1898 | .... |
| 1st Mort. (U.Pac.S. Br.) skg fund | 4,250,000 | 6* | Jan. & July. | New York. | 1899 | .... | New York, Providence & Boston: | | | | | | |
| 1st Mort. (Tebo & Nesho) S.F. g'd | 2,000,000 | 7* | June & Dec. | " | 1903 | .... | 1st Mortgage..... | 133,000 | 6 | Feb. & Aug. | New York. | '73-'78 | .... |
| Consol. Land Grant, skg fd gold | 7,833,000 | 7* | Feb. & Aug. | " | 1904 | .... | Improvement Bonds..... | 100,000 | 7 | Jan. & July. | " | 1876 | .... |
| Missouri River, Ft. Scott & Gulf: | | | | | | | Extension Bonds..... | 250,000 | 6 | May & Nov. | " | '78-'81 | .... |
| 1st Mortgage Land skg fd, tax fr | 5,000,000 | 10 | Jan. & July. | New York. | 1899 | .... | General Mort. for \$1,000,000..... | 618,000 | 7 | " | " | 1899 | .... |
| 2d Mortgage..... | 2,000,000 | 10 | April & Oct. | N. Y. & Bost. | .... | .... | N. York, West Shore & Chicago: | | | | | | |
| Mobile and Girard: | | | | | | | 1st Mortgage gold, \$35,000 p. m. | | 7* | April & Oct. | New York. | 1902 | .... |
| 1st Mortgage..... | 377,500 | 7 | Jan. & July. | New York. | 1876 | .... | Niles and New Lisbon: | | | | | | |
| 2d Mortgage..... | 300,000 | 7 | " | " | 1889 | .... | 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Mobile and Montgomery: | | | | | | | Norfolk County (B. H. & Erie): | | | | | | |
| 1st Mortgage endor. by Ala. gold | 2,500,000 | 8* | May & Nov. | New York. | 1900 | .... | 1st Mortgage, guaranteed..... | 414,350 | 6 | March & Sept. | Boston. | 1854 | .... |
| Mobile and Ohio: | | | | | | | Norfolk & Petersburg (A.M. & O.): | | | | | | |
| 1st Mortgage Sterling..... | 6,000,000 | 6* | May & Nov. | Mob. & Lond. | 1882 | .... | 1st Mortgage..... | 906,000 | 8 | Jan. & July. | New York. | 1877 | .... |
| Interest bonds..... | 804,400 | 8 | " | " | 1877 | .... | 2d Mortgage..... | 157,000 | 7 | " | " | 1877 | .... |
| Interest bonds..... | 371,800 | 8 | " | " | 1883 | .... | 1st Mortgage..... | 458,000 | 8 | " | Norfolk. | 1893 | .... |
| Interest (sterling) bonds..... | 755,040 | 6* | " | London. | 1883 | .... | North Eastern (S. Car.): | | | | | | |
| 2d Mort. (Income Liquidation)... | 943,121 | 8 | March. | Mobile. | 1877 | .... | 1st Mortgage of Sept. 1, 1869..... | 820,000 | 7 | March & Sept. | Charleston. | 1899 | .... |
| Montclair (N. Y. & O. Mid.) | | | | | | | 2d Mortgage of Sept. 1, 1869..... | 322,000 | 7 | " | " | 1899 | .... |
| 1st Mortgage gold, guar..... | 1,200,000 | 7* | March & Sept. | New York. | .... | .... | North Pennsylvania: | | | | | | |
| 2d Mortgage..... | 400,000 | 7 | " | " | .... | .... | 1st Mortgage..... | 2,225,000 | 6 | Jan. & July. | Philadelphia. | 1885 | 100 |
| Income Mortgage..... | 700,000 | 7 | " | " | .... | .... | 2d Mortgage..... | 1,358,500 | 7 | May & Nov. | " | 1896 | 110½ |
| Montgomery and Euclid: | | | | | | | Chattel Mortgage..... | 360,000 | 10 | April & Oct. | " | 1877 | 97 |
| 1st Mortgage end. by Ala. gold. | 1,040,000 | 8* | March & Sept. | New York. | 1886 | .... | North Shore (L. I.): | | | | | | |
| 2d Mortgage not endorsed..... | 300,000 | 8 | June & Dec. | " | 1900 | .... | 1st Mortgage..... | 135,000 | 7 | Feb. & Aug. | New York. | 1887 | .... |
| Monticello: | | | | | | | Northern Central: | | | | | | |
| 1st Mortgage..... | 420,000 | 8 | April & Oct. | New York. | 1910 | .... | 1st Mortgage, Md. State loan... | 1,500,000 | 6 | J. A. J. & O. | Baltimore. | Irred. | .... |
| Monticello and Fort Jarvis: | | | | | | | 2d Mortgage skg fd..... | 2,500,000 | 6 | Jan. & July. | " | 1885 | .... |
| 1st Mortgage gold, tax free..... | 650,000 | 7 | J. A. J. & O. | New York. | 1890 | .... | 3d Mortgage skg fd..... | 1,223,000 | 6 | April & Oct. | " | 1900 | .... |
| Morris and Essex (D. L. & W.): | | | | | | | 3d Mortgage (Y. & Cumb.) guar. | 500,000 | 6 | Jan. & July. | " | 1877 | .... |
| 1st Mortgage sinking fund, guar. | 5,000,000 | 7 | March & Sept. | New York. | 1914 | 106 | Consol. Mortgage gold..... | 2,298,060 | 6* | " | " | 1905 | .... |
| 2d Mortgage guar..... | 3,000,000 | 7 | Feb. & Aug. | " | 1891 | .... | Income Mortgage conv..... | 561,000 | 7 | April & Oct. | " | 1880 | .... |
| Convertible bonds..... | 1,610,000 | 7 | Jan. & July. | " | 1900 | .... | Northern New Hampshire: | | | | | | |
| Coupon bonds of 1871..... | 2,000,000 | 7 | Feb. & Aug. | " | 1889 | .... | 1st Mortgage..... | 103,200 | 6 | April & Oct. | Boston. | 1874 | .... |
| | | | | | | | Northern New Jersey (Erie): | | | | | | |
| | | | | | | | 1st Mortgage skg fd guar..... | 400,000 | 7 | Jan. & July. | New York. | 1873 | .... |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|-------------------------------------|------------|-------|-------------------|---------------|---------|---------|--------------------------------------|-----------|-------|-------------------|----------------|---------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Northern Pacific: | | | | | | | Perkiomen (Phila. & Rdg): | | | | | | |
| 1st Mort. on R.R. & lands gold.. | 50,000pm | 7.3 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage, guaranteed..... | \$619,000 | 6 | April & Oct. | Philadelphia. | 1897 | .... |
| Norwich & Worcester (B.H. & E.): | | | | | | | Perth Amboy & Woodbr. (C.&A.): | | | | | | |
| 1st Mort. Mass. Loan..... | \$400,000 | 6 | Jan. & July. | Boston. | 1877 | .... | 1st Mortgage..... | 100,000 | 6 | Feb. & Aug. | New York. | 1874 | .... |
| Plain bonds..... | 200,000 | 7 | " | " | 1874 | .... | Petersburg: | | | | | | |
| Machine shop & Co., bonds..... | 150,000 | 7 | " | " | 1877 | .... | 1st Mortgage (instalments)..... | 341,500 | 8 | Jan. & July. | New York. | '79-'88 | .... |
| Nyack and Northern: | | | | | | | Philadelphia and Baltimore Cent.: | | | | | | |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage (Penn. Div. 36 1/2 m.) | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | .... |
| Ogdensburg and Lake Champlain: | | | | | | | 1st Mortgage (Md. Div. 9 1/2 m.) | 300,000 | 6 | April & Oct. | " | 1891 | .... |
| Equipment Mortgage..... | 300,000 | 8 | Jan. & July. | Boston. | 1878 | .... | 2d Mortgage (Pa. & Md. 46 m.) | 400,000 | 7 | Jan. & July. | " | 1900 | .... |
| Equipment Mortgage..... | 200,000 | 8 | " | " | 1879 | 100 1/2 | Philadelphia and Reading: | | | | | | |
| Sinking Fund Bonds..... | 600,000 | 8 | March & Sept. | " | 1890 | .... | Loan of 1868..... | 1,139,500 | 6 | Jan. & July. | Philadelphia. | 1893 | .... |
| Ohio and Mississippi: | | | | | | | Loan of 1870, convertible..... | 2,520,000 | 7 | " | " | 1890 | .... |
| 1st Mortgage (E. Div.)..... | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | .... | Mortgage Loan of 1867, conv. | 113,000 | 6 | " | " | 1880 | .... |
| 1st Mortgage (W. Div.)..... | 850,000 | 7 | " | " | 1872 | .... | Mort. Loans of 1843-44-48 & 49. | 1,521,000 | 6 | " | " | 1880 | .... |
| 2d Mortgage (W. Div.)..... | 534,000 | 7 | " | " | 1874 | 86 1/2 | Mortgage Loan of 1868..... | 2,700,000 | 7 | April & Oct. | " | 1893 | 103 1/2 |
| Income Mort. (W. Div.)..... | 221,500 | 7 | April & Oct. | " | 1882 | .... | Mortgage Loan of 1836 stg..... | 182,400 | 5 1/2 | Jan. & July. | London. | 1880 | .... |
| Consolidated Mort..... | 2,761,000 | 7 | Jan. & July. | " | 1898 | 95 1/2 | Mortgage Loan of 1843 stg..... | 976,800 | 6 1/2 | " | " | 1880 | .... |
| Consolidated Mort. (sterling)... | 101,850 | 7 1/2 | " | London. | 1898 | .... | Mortgage Loan of 1836 stg..... | 110,400 | 7 1/2 | " | " | 1872 | .... |
| Oil Creek and Allegheny Valley: | | | | | | | Mortgage Loan of 1836 stg..... | 177,600 | 7 1/2 | " | " | '74-'77 | .... |
| 1st Mortgage (O. C. R. R.)..... | 1,500,000 | 7 | Feb. & Aug. | Philadelphia. | 1896 | 83 1/2 | Consolidated Dollar coupon on..... | 5,500,000 | 7 | June & Dec. | Philadelphia. | 1911 | .... |
| 1st Mortgage (War. & Fkin.)..... | 590,000 | 7 | April & Oct. | " | 1882 | .... | Mortgage Dollar registered | 1,462,000 | 7 | " | " | 1911 | .... |
| Consolidated Mortgage..... | 1,100,000 | 7 | May & Nov. | " | 1888 | .... | June 1, 1871. Gold or stg coup. | 4,000,000 | 6 1/2 | " | Phil. or Lond. | 1911 | .... |
| Old Colony and Newport: | | | | | | | Gold or stg reg..... | 624,000 | 6 1/2 | " | " | 1911 | .... |
| Plain Bonds..... | 1,000,000 | 6 | March & Sept. | Boston. | 1876 | .... | Dollar coupon..... | 376,000 | 6 | " | Philadelphia. | 1911 | .... |
| Plain Bonds..... | 485,000 | 6 | April & Oct. | " | 1875 | .... | Philadelphia, Wilmington & Balt.: | | | | | | |
| Plain Bonds..... | 1,450,000 | 7 | Feb. & Aug. | " | 1877 | .... | Mortgage Loan, convertible..... | 345,000 | 6 | Jan. & July. | Philadelphia. | 1884 | .... |
| Omaha and Northwestern: | | | | | | | Loan of 1866..... | 400,000 | 6 | April & Oct. | " | 1876 | 95 |
| 1st M. land grant, gold \$16,000pm | ..... | 7.3 | Jan. & July. | New York. | 1901 | .... | Loan of 1867..... | 1,000,000 | 6 | " | " | 1887 | .... |
| Omaha and Southwestern: | | | | | | | Pickering Valley (Phila. & Rdg): | | | | | | |
| 1st Mortgage \$20,000 p. m..... | ..... | 8 | June & Dec. | Boston. | 1896 | .... | 1st Mortgage, guaranteed..... | 330,300 | 7 | April & Oct. | Philadelphia. | 1900 | .... |
| Orange, Alexandria & Manassas: | | | | | | | Pittsburg, Cin. & St. Louis (Pa.): | | | | | | |
| 1st Mort. (Alex. to Gordonsville) | 400,000 | 6 | May & Nov. | New York. | 1873 | .... | Consol. Mortgage for \$10,000,000. | 6,212,000 | 7 | Feb. & Aug. | Philadelphia. | 1890 | .... |
| 2d Mort. (Charlotte to Lynchb.) | 1,155,500 | 6 | Jan. & July. | " | 1875 | .... | 1st Mort. (Steub. & Ind.) conv. | 3,000,000 | 6 | various. | " | 1884 | .... |
| 3d Mort. " " " | 598,000 | 8 | May & Nov. | Richmond. | 1873 | .... | 1st Mort. (Ct. & Newk 33m) conv | 775,000 | 7 | Jan. & July. | " | 1890 | 80 1/2 |
| 4th Mort. " " " | 574,000 | 8 | March & Sept. | Alexandria. | 1880 | .... | Pittsburg & Connellsville: | | | | | | |
| Consolidated Mort..... | 1,645,500 | 7 | Jan. & July. | New York. | 1882 | 81 1/2 | 1st Mortgage of 1868, tax free... | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 95 1/2 |
| Orange and Newark: | | | | | | | 2d Mort. (Balt. Loan) of 1866... | 1,000,000 | 6 | " | " | 1886 | .... |
| 1st Mortgage..... | 546,000 | 6 | May & Nov. | Newark. | 1881 | .... | 1st Mort. (Turtle Cr. Div. 10 1/2 m) | 400,000 | 6 | Feb. & Aug. | Pittsburg. | 1889 | .... |
| Osage Valley & Southern Kansas: | | | | | | | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 1st Mortgage (6-20 years)..... | 200,000 | 10 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 105 |
| Oshkosh & Miss. (M. & S. P.): | | | | | | | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| 1st Mortgage..... | 240,000 | 8 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " | 1912 | .... |
| Oswego and Rome (B.W. & O.): | | | | | | | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " | 1912 | .... |
| 1st Mortgage..... | 500,000 | 7 | May & Nov. | New York. | 1916 | .... | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " | 1912 | .... |
| Income Mortgage..... | 112,100 | 6 | Feb. & Aug. | " | 1891 | .... | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " | 1912 | .... |
| Oswego and Syracuse (D. L. & W.): | | | | | | | 2d Mortgage (Series G)..... | 860,000 | 7 | Jan. & July. | " | 1912 | 100 |
| 1st Mortgage, guaranteed..... | 183,000 | 7 | May & Nov. | New York. | 1885 | .... | 2d Mortgage (Series H)..... | 860,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| Ottawa, Oswego & Fox River: | | | | | | | 2d Mortgage (Series I)..... | 860,000 | 7 | March & Sept. | " | 1912 | .... |
| 1st Mortgage guar. by (C.B. & Q.) | 1,260,000 | 8 | Jan. & July. | Boston. | 1900 | .... | 2d Mortgage (Series J)..... | 860,000 | 7 | April & Oct. | " | 1912 | .... |
| Owensboro' and Russellville: | | | | | | | 2d Mortgage (Series K)..... | 860,000 | 7 | May & Nov. | " | 1912 | .... |
| 1st Mortgage for \$1,500,000..... | ..... | 8 | Feb. & Aug. | New York. | 1887 | .... | 2d Mortgage (Series L)..... | 860,000 | 7 | June & Dec. | " | 1912 | .... |
| Pacific of Missouri (Atl. & Pac.): | | | | | | | 3d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1912 | 90 |
| 1st Mortgage gold..... | 7,000,000 | 6 1/2 | Feb. & Aug. | New York. | 1888 | .... | Bridge (O. & P. R. R.) bonds... | 153,000 | 7 | May & Nov. | " | 1876 | .... |
| 2d Mortgage sinking fund..... | 3,000,000 | 7 | Jan. & July. | " | 1891 | .... | Equipment Mort. of Mar. 1, 1868 | 1,000,000 | 8 | March & Sept. | " | 1874 | .... |
| Real Estate (depot & Co.) Bonds... | 500,000 | 10 | May & Nov. | " | 1872 | .... | Construction bonds of Jan. 1, 1870 | 100,000 | 7 | Jan. & July. | " | 1877 | .... |
| St. Louis County Bonds..... | 700,000 | 7 | Monthly. | St. Louis. | 1885 | .... | Plymouth, Kankakee & Pacific: | | | | | | |
| 1st Mort. (Lex. & St. Louis) gold | 1,000,000 | 6 1/2 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage for \$3,600,000..... | ..... | 7 | Jan. & July. | ..... | 1901 | .... |
| 1st Mortgage (Lea. Atch & Nev.) | 500,000 | 7 | April & Oct. | " | 1889 | .... | Port Huron & Lake Michigan: | | | | | | |
| Paducah and Memphis: | | | | | | | 1st Mortgage gold, for \$1,800,000 | ..... | 7 1/2 | May & Nov. | New York. | 1889 | .... |
| 1st Mortgage gold for \$2,805,000. | 1,071,000 | 7 1/2 | Feb. & Aug. | New York. | 1892 | .... | Portland & Ogdensb. (Me. & N.H.): | | | | | | |
| Panama: | | | | | | | 1st Mort. (Maine Section) gold. | 800,000 | 6 1/2 | Jan. & July. | Boston. | 1900 | .... |
| 1st Mortgage, stg £19,350..... | 93,847 | 7 1/2 | April & Oct. | London. | 1875 | .... | Consol. Mort. gold, for \$3,300,000 | ..... | 6 1/2 | May & Nov. | " | 1901 | .... |
| General Mortgage, stg £597,800. | 3,869,330 | 7 1/2 | " | " | 1897 | .... | Portland and Ogdensburg (Vt.): | | | | | | |
| Paris and Decatur: | | | | | | | 1st Mortgage gold, for \$2,300,000 | ..... | 6 1/2 | May & Nov. | Boston. | 1891 | .... |
| 1st Mortgage sold..... | 1,200,000 | 7 1/2 | Jan. & July. | New York. | 1901 | .... | Portland and Oxford Central: | | | | | | |
| Paterson and Newark (Erie): | | | | | | | 1st Mortgage of 1863..... | 250,000 | 6 | Jan. & July. | Portland. | 1883 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 7 | Jan. & July. | New York. | 1878 | .... | Portland and Rochester..... | | | | | | |
| Pekin, Linc. & Decatur (TW&W): | | | | | | | 1st Mort. (Portland Loan) skg fd | 700,000 | 6 | Jan. & July. | Portland. | 1887 | .... |
| 1st Mortgage, guaranteed..... | 1,076,000 | 7 | Feb. & Aug. | New York. | 1900 | .... | 1st Mortgage (equal lien)..... | 350,000 | 7 | April & Oct. | Boston. | 1887 | .... |
| Pemberton & Hights (UC of N.J.): | | | | | | | 2d Mort. Sept. 1, 1871 for \$450,000 | ..... | 7 | March & Sept. | " | 1891 | .... |
| 1st Mortgage guaranteed..... | 160,000 | 7 | Jan. & July. | Philadelphia. | 1889 | .... | Port Royal (S. C.): | | | | | | |
| Pemberton & N. York (N.J.S.): | | | | | | | 1st Mortgage gold, skg fd..... | 1,500,000 | 7 1/2 | May & Nov. | N. Y. & Lond. | 1889 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | ..... | New York. | .... | .... | 1st Mort. gold, guar. by Ga. Co. | 1,000,000 | 7 1/2 | " | " | 1889 | .... |
| Peninsular Railway: | | | | | | | Poughkeepsie and Eastern: | | | | | | |
| 1st Mortgage gold (S.F.) 1st series | 1,800,000 | 7 1/2 | May & Nov. | N.Y. & Lond. | 1899 | .... | 1st Mort. gold, conv. & tax free.. | 800,000 | 7 1/2 | Jan. & July. | New York. | 1910 | .... |
| 1st Mortgage gold (S.F.) 2d series | 979,000 | 7 1/2 | " | " | 1900 | .... | Providence and Worcester: | | | | | | |
| Pennsylvania: | | | | | | | 1st Mortgage..... | 300,000 | 6 | Jan. & July. | Providence. | 1880 | .... |
| 1st Mortgage (Harr. to Pbg)..... | 4,972,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 101 1/2 | Quincy, Alton and St. Louis: | | | | | | |
| 2d Mortgage (" ")..... | 2,594,000 | 6 | April & Oct. | " | 1875 | 100 | 1st Mortgage gold..... | 850,000 | 7 1/2 | May & Nov. | Philadelphia. | 1882 | .... |
| 2d Mortgage (" ")..... | 2,282,240 | 6 1/2 | " | London. | 1875 | .... | Quincy and Toledo (T. W. & W.): | | | | | | |
| General Mortgage (coup. & reg.) | 18,604,500 | 6 | J. A. J. & O. | Philadelphia. | 1910 | 94 | 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1890 | .... |
| State lien for \$17,500,000, skg fd | 5,758,906 | 5 | April & Oct. | Harrisburg. | '72-'90 | .... | Quincy & Warsaw (C. B. & Q.): | | | | | | |
| Pennsylvania Coal: | | | | | | | 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | Boston. | 1890 | .... |
| 1st Mortgage..... | 542,500 | 7 | Feb. & Aug. | New York. | 1881 | .... | Reading and Columbia (P. & R.): | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|----------------|---------|--------|-------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Riohmond and York River: | | | | | | | Selma, Marion and Memphis: | | | | | | |
| 1st Mortgage (new)..... | \$600,000 | 8 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage, guar. by Ala..gold | 16,000pm | 8* | March & Sept. | New York. | 1889 | .... |
| Roanoke Valley (R. & Dan.): | | | | | | | Selma and Meridian: | | | | | | |
| 1st Mortgage, guaranteed..... | 120,600 | 8 | Feb. & Aug. | Richmond. | 71-'76 | .... | 1st Mortgage (3d series)..... | \$796,830 | 6 | various. | & | var | .... |
| Rochester & Genesee Val. (Erie): | | | | | | | Selma, Rome and Dalton: | | | | | | |
| 1st Mortgage, guaranteed..... | 70,000 | 6 | Jan. & July. | New York. | 1876 | .... | 1st Mortgage, tax free..... | 5,000,000 | 7 | April & Oct. | New York. | 1887 | .... |
| Rockford, R. Island & St. Louis: | | | | | | | 2d Mortgage..... | 6,000,000 | 7 | " & " | " | .... | .... |
| 1st Mortgage, conv. S.F. tax free. | 9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1919 | .... | Shamokin Valley & Pottav. (N.C.): | | | | | | |
| Rocky River: | | | | | | | 1st Mortgage, guaranteed..... | 700,000 | 7 | Feb. & Aug. | Baltimore. | 1872 | .... |
| 1st Mortgage, of Oct. 1, 1868.... | 20,000 | 7 | April & Oct. | Cleveland. | 1873 | .... | Sheboygan and Fond du Lac: | | | | | | |
| Rome, Watertown & Ogdensb.: | | | | | | | 1st Mortgage..... | 750,000 | 7 | June & Dec. | New York. | 1884 | .... |
| 1st Mortgage (general) Skg Fund | 632,500 | 7 | June & Dec. | New York. | 1891 | .... | 1st Mort. of Oct. 1, 1869..... | 520,000 | 7 | April & Oct. | Philadelphia. | 1889 | .... |
| 1st Mort. (W. & R.) Skg Fund.... | 796,900 | 7 | March & Sept. | " | 1880 | .... | Shepaug Valley (Ct.): | | | | | | |
| 1st Mort. (Potadam & Watert.) | 345,500 | 7 | June & Dec. | " | 72-'74 | .... | 1st Mortgage..... | 350,000 | 7 | April & Oct. | New York. | 1891 | .... |
| Rondout and Oswego: | | | | | | | Shore Line (N. Y. & N. H.): | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1890 | 90 | 1st Mortgage, guaranteed..... | 200,000 | 7 | March & Sept. | New York. | 1890 | .... |
| Rutland (Verm. Central): | | | | | | | St. Louis City and Pacific: | | | | | | |
| Equip. Bonds of May 1, 1870.... | 500,000 | 7 | May & Nov. | Boston. | 1880 | 70 | 1st Mortgage Jan. 1, 1868...gold | 1,628,000 | 6* | Jan. & July. | New York. | 1898 | .... |
| Equip. Bonds of Sept. 1, 1870.... | 500,000 | 8 | March & Sept. | " | 1880 | 92 | 2d Mortgage (U.S. subsidy)...cur | 1,628,320 | 6 | " | " | 1898 | .... |
| Rutland & Burlington (Rutland): | | | | | | | St. Louis City and St. Paul: | | | | | | |
| 1st Mort. conv. into pref. stock.... | 70,000 | 7 | Feb. & Aug. | Boston. | 1863 | .... | 1st Mortgage, L. G. tax free.... | 14,000pm | 7 | " & " | New York. | .... | .... |
| 2d Mort. conv. into com. stock.... | 67,000 | 7 | " | " | 1863 | .... | Somerset (Me. Central): | | | | | | |
| Saint Croix and Penobscot: | | | | | | | 1st Mortgage, June 1, 1871...gold | 450,000 | 7* | June & Dec. | Boston. | 1891 | .... |
| 1st Mort. (Cal. & Baring R.R.)... | 95,200 | 6 | Jan. & July. | Calais, Me. | 1879 | .... | South Carolina: | | | | | | |
| 2d Mort. (" " " " " " " ") | 17,500 | 6 | " | " | 1879 | .... | Sterling Loan Bonds..... | 1,492,016 | 5* | Jan. & July. | London. | '78-'88 | .... |
| Calais Loan to Lewey's Isl. R.R. | 130,000 | 6 | June & Dec. | " | 1876 | .... | Domestic Bonds (H) 1866-'67.... | 306,500 | 7 | April & Oct. | Charleston. | '71-'72 | .... |
| St. Joseph & C.B. (K.C. St. J. & C.B.): | | | | | | | Domestic Bonds (G) 1862-'67.... | 342,500 | 6 | Jan. & July. | " | '73-'74 | .... |
| 1st Mortgage (80 m. in Missouri) | 1,400,000 | 10 | March & Sept. | Boston. | 1892 | 97 | Domestic Bonds (K) Jan. 1868.... | 1,272,000 | 7 | April & Oct. | " | '88-'91 | .... |
| 2d Mortgage (" " " " " " " ") | 339,500 | 8 | June & Dec. | " | 1874 | 82½ | Domestic Bonds (special) Sep. '66 | 76,000 | 6 | Jan. & July. | " | '80-'92 | .... |
| St. Joseph & Denver City: | | | | | | | Real Estate Mortgage..... | 80,733 | 7 | various. | " | '71-'91 | .... |
| 1st Mort. (E. D.) gold tax free.... | 1,512,000 | 8* | Feb. & Aug. | N. Y. or Lond. | 1899 | 102 | Mortgage, Jan. 1868 (L)..... | 809,500 | 7 | Jan. & July. | New York. | '82-'88 | .... |
| 1st M. land grant, gold tax free.... | 15,000pm | 8* | " | " | 1900 | 97½ | South Florida: | | | | | | |
| St. Lawrence & Industry (Can.): | | | | | | | 1st M. endor. by State \$16,000pm | .... | 8 | .... | .... | .... | .... |
| 1st Mortgage..... | 250,000 | 8 | Feb. & Aug. | London. | 1887 | .... | South Georgia & Florida (A. & G.): | | | | | | |
| St. Louis, Alton and Terre Haute: | | | | | | | 1st Mort. assumed by Atl. & Gulf | 464,000 | 7 | " & " | New York. | 1890 | .... |
| 1st Mortgage (Series A) skg f.d. | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 101 | 2d Mort. " " " " | 200,000 | 7 | " & " | " | 1890 | .... |
| 1st Mortgage (Series B) skg f.d. | 1,100,000 | 7 | April & Oct. | " | 1894 | .... | South Mountain Iron: | | | | | | |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 92 | 1st Mortgage, Dec. 1, 1868..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | .... | 2d Mortgage, Mar. 1, 1869..... | 181,000 | 7 | March & Sept. | " | 1884 | .... |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " | " | 1894 | 82½ | South and North Alabama: | | | | | | |
| Equipment Mortgage..... | 300,000 | 10 | March & Sept. | " | 1894 | .... | 1st Mort. endor. by Ala. tax free | 22,000 pm | 8* | Jan. & July. | New York. | 1890 | .... |
| St. Louis, Coun. Bluffs & Omaha: | | | | | | | South Pacific (Atl. & Pac.): | | | | | | |
| 1st Mortgage, guaranteed...gold | 16,000pm | 7* | Jan. & July. | New York. | 1901 | .... | 1st Mort. assumed by A. & P... | 7,250,000 | 6* | Jan. & July. | New York. | 1888 | .... |
| St. Louis and Iron Mountain: | | | | | | | South Shore (Mass.): | | | | | | |
| 1st Mortgage of Aug. 1, 1867 gold | 4,000,000 | 7* | Feb. & Aug. | New York. | 1892 | 97 | 1st Mortgage, sinking fund..... | 150,000 | 6 | April & Oct. | Boston. | 1880 | 95 |
| St. Louis, Jacksonville & Chicago: | | | | | | | South Side (L. I.): | | | | | | |
| 1st Mortgage of Mar. 16, 1864.... | 2,365,000 | 7 | April & Oct. | New York. | 1894 | 95 | 1st Mortgage, Mar. 1, 1867..... | 2,250,000 | 7 | Mar. & Sept. | New York. | 1887 | 92 |
| 2d Mortgage of May 1, 1868.... | 360,000 | 7 | Jan. & July. | " | 1898 | .... | South Side, Va. (A.M. & O.): | | | | | | |
| St. Louis, Kansas City & North: | | | | | | | 1st Mort. consol. 1st pref..... | 581,000 | 8 | Jan. & July. | New York. | '84-'90 | .... |
| 1st Mortgage (late North Mo.)... | 6,000,000 | 7 | Jan. & July. | New York. | 1901 | .... | 1st Mort. consol. 2d pref..... | 619,300 | 6 | " | " | '84-'90 | .... |
| St. Louis, Lawr. & Denv. (Pacific): | | | | | | | 4th Mortgage, consol. 3d pref.... | 458,100 | 6 | " | " | '84-'90 | .... |
| 1st Mortgage, guaranteed...gold | 1,020,000 | 6* | Jan. & July. | New York. | 1901 | .... | Va. State Loan (net)..... | 708,102 | 6 | " | " | long | .... |
| St. Louis and Santa Fe: | | | | | | | Southern Central: | | | | | | |
| 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | St. Louis. | 1891 | .... | 1st Mortgage, skg fund conv.... | 1,500,000 | 7 | Jan. & July. | New York. | 1900 | .... |
| St. Louis and South Eastern: | | | | | | | Southern Iowa and Cedar Rapids: | | | | | | |
| 1st Mort. skg fund conv....gold | 3,250,000 | 7* | May & Nov. | New York. | '94-'96 | .... | 1st Mortgage.....gold | 1,500,000 | 7* | May & Nov. | New York. | 1900 | .... |
| 1st M. (Evans, D.) gold skg f.d. con | \$1,600,000 | 7 | " | " | 1896 | .... | Southern Minnesota: | | | | | | |
| St. Louis and St. Joseph (N. Mo.): | | | | | | | 1st Mort. Apr. 1, 1868 tax free... | 20,000pm | 7 | April & Oct. | New York. | 1888 | .... |
| 1st Mort. of Nov. 2, 1868 guar. gold | 1,000,000 | 6* | May & Nov. | New York. | 1893 | .... | Southern (Cal.) Pacific: | | | | | | |
| St. Louis, Van. & T. H. (T.H. & I.): | | | | | | | 1st Mortgage for \$28,000,000 gold | .... | 6* | Jan. & July. | New York. | 1901 | .... |
| 1st Mortgage, S. F., guaranteed. | 1,900,000 | 7 | Jan. & July. | New York. | 1897 | .... | 1st Mort. March 1, 1870....gold | 671,500 | 7* | March & Sept. | Philadelphia. | 1890 | .... |
| 2d Mortgage, S. F., guaranteed. | 2,000,000 | 7 | April & Oct. | " | 1887 | .... | 2d Mort. Sept. 1, 1870....gold | 80,000 | 7* | " | " | 1880 | .... |
| St. Paul and Chicago (M. & St. P.): | | | | | | | South Western (Gen. of Ga.): | | | | | | |
| 1st Mort. of 1870....gold | 3,000,000 | 7* | J. A. J. & O. | " | 1900 | .... | Mortgage Bonds, various..... | 399,000 | 7 | various. | Macon. | '77-'80 | .... |
| St. Paul and Pacific 1st Division: | | | | | | | Mortgage Bonds, Muscogee R.R. | 300,500 | 7 | " | " | .... | .... |
| 1st Mort. (St. P. to St. Anth. 10m.) | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | Spartanburg and Union: | | | | | | |
| 1st Mort. (St. Paul to Wab. 80 m.) | 700,000 | 7 | Jan. & July. | " | 1892 | .... | 1st Mortgage, end. by S. Car... | 350,000 | 7 | Jan. & July. | Charleston. | .... | .... |
| Land Grant & 2d Mort. (80 m.)... | 1,200,000 | 7 | June & Dec. | " | 1892 | .... | 1st Mortgage not endorsed.... | 198,370 | 7 | " | " | .... | .... |
| General Mort. R.R. & L. \$2,020,000 | .... | 7* | Jan. & July. | " | .... | .... | Springfield & Illinois S. Eastern: | | | | | | |
| General Mort., R.R. & Lands stig. | 780,000 | 7* | " | London. | .... | .... | 1st Mortgage.....gold | 15,000pm | 7* | Jan. & July. | New York. | 1890 | .... |
| 1st M. (W. Line & L.) for \$3,000,000 | .... | 7 | " & " | New York. | .... | .... | Springfield and Northwestern: | | | | | | |
| 2d M. (W. Line & L.) for \$3,000,000 | .... | 7 | " & " | " | .... | .... | 1st Mortgage gold..... | 50,000pm | 7* | Feb. & Aug. | New York. | 1901 | .... |
| St. Paul and Sioux City: | | | | | | | Staten Island: | | | | | | |
| 1st Mortgage \$16,000 p. m..... | 2,000,000 | 7 | Jan. & July. | New York. | 1896 | .... | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1896 | .... |
| Land Stock on 400,000 acres.... | 2,400,000 | 8 | J. A. J. & J. | " | .... | .... | Sterling Mountain: | | | | | | |
| St. Paul, Stillwater & Taylor's F.: | | | | | | | 1st Mortgage..... | 350,000 | 7 | " & " | New York. | 1874 | .... |
| 1st Mortgage for \$450,000..... | .... | 8 | Jan. & July. | New York. | 1901 | .... | Sullivan (Verm. Central): | | | | | | |
| Salem (W. Jer.): | | | | | | | 1st Mortgage, extended..... | 500,000 | 6 | Jan. & July. | Boston. | 1875 | .... |
| 1st Mortgage guar..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1878 | .... | 2d Mortgage, extended..... | 250,000 | 6 | Feb. & Aug. | " | 1880 | .... |
| Salem and Lowell (B. & L.): | | | | | | | Sullivan and Erie: | | | | | | |
| 1st Mortgage guar..... | 226,900 | 6 | Feb. & Aug. | Boston. | 1878 | 92 | 1st Mortgage, skg fund conv.... | 1,000,000 | 7 | May & Nov. | New York. | 1886 | .... |
| Band, Mansfield & Newark (B. & O.): | | | | | | | 1st Mortgage..... | 201,000 | 6 | Jan. & July. | Philadelphia. | 1875 | .... |
| 1st Mortgage guar. by B. & O.... | 2,307,000 | 7 | Jan. & July. | Baltimore. | 1900 | .... | Lunbury and Lewiston: | | | | | | |
| San Fran., Oakland & Alameda: | | | | | | | 1st Mortgage gold..... | 1,200,000 | 7* | April & Oct. | Philadelphia. | 1890 | .... |
| 1st Mortgage gold..... | 1,500,000 | 8* | Jan. & July. | New York. | .... | .... | Superior and St. Croix: | | | | | | |
| Saratoga & Whitehall (R. & S.): | | | | | | | 1st Mortgage, \$16,000 p. m..... | .... | 8 | .... | .... | .... | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | March & Sept. | New York. | 1886 | .... | 1st Mortgage, \$16,000..... | .... | 8 | .... | .... | .... | .... |
| Savannah, Griffin & North Ala.: | | | | | | | Suspens. Brid. & Erie Junc. (Erie): | | | | | | |
| 1st Mort. Jan. 1, 1871 on 44 m. | 150,000 | 7 | Jan. & July. | New York. | .... | .... | 1st Mortgage..... | 1,000,000 | 7 | .... | New York. | .... | .... |
| Savannah and Charleston: | | | | | | | Sussex: | | | | | | |
| 1st Mortgage (Sav. & Char. R.R.) | 406,500 | 7 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage..... | 200,000 | 6 | " & " | New York. | .... | .... |
| Bonds (C. & S.R.R.) guar. by S.C. | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... | Swedesboro (W. Jer.): | | | | | | |
| Int. b'ds (C. & S.R.R.) guar. by S.C. | 245,745 | 7 | " | " | 1889 | .... | 1st Mortgage, guaranteed..... | 171,000 | 6 | " & " | Camden. | .... | .... |
| Savannah and Memphis: | | | | | | | Syracuse, Bing. & N.Y. (D.L. & W.): | | | | | | |
| 1st Mort. guar. by Ala.....gold | 16,000pm | 8* | May & Nov. | New York. | 1890 | .... | 1st Mortgage..... | 1,695,825 | 7 | April & Oct. | New York. | 1877 | .... |
| Schenectady and Susquehanna: | | | | | | | Syracuse and Chenango Valley: | | | | | | |
| 1st Mortgage tax free.....gold | 350,000 | 7* | Jan. & July. | New York. | 1900 | .... | 1st Mort. gold, for \$500,000.... | .... | 7 | Feb. & Aug. | New York. | 1891 | .... |
| Schuykill and Susquehanna: | | | | | | | Tebos and Neosho (M. K. & T.): | | | | | | |
| 1st Mortgage, May 1, 1866..... | 97,000 | 6 | May & Nov. | Philadelphia. | 1876 | .... | 1st Mort. assumed by M.K. & T. | 2,000,000 | 7* | June & Dec. | New York. | 1903 | .... |
| Seloto & Hocking Valley (M. & C.): | | | | | | | Terre Haute & Indianapolis: | | | | | | |
| 1st Mort. assumed by M. & C. Co. | 300,000 | 7 | May & Nov. | Baltimore. | 1896 | .... | 1st Mortgage..... | 800,000 | 7 | April & Oct. | New York. | 1897 | .... |
| Seaboard and Roanoke: | | | | | | | | | | | | | |
| 1st Mortgage..... | 210,000 | 7 | " & " | Philadelphia. | 1800 | .... |  |  |  |  |  |  |  |
| Selma and Gulf: | | | | | | | | | | | | | |
| 1st Mortgage, guar. by Ala..gold | 14,000pm | 8* | " & " | New York. | 1899 | .... |  |  |  |  |  |  |  |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|------------|-------|-------------------|---------------|---------|--------|---|-------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Tioga: | | | | | | | Western Union (M. & St. P.): | | | | | | |
| 1st Mortgage..... | \$243,000 | 7 | May & Nov. | New York. | 1872 | .... | 1st Mortgage for \$5,000,000 | \$3,275,000 | 7 | Feb. & Aug. | New York. | 1896 | .... |
| Toledo, Peoria and Warsaw: | | | | | | | West Jersey: | | | | | | |
| 1st Mortgage (E. Div.)..... | 1,600,000 | 7 | June & Dec. | New York. | 1894 | 93 | Loan of Mar. 1861, guar. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1883 | .... |
| 1st Mortgage (W. Div.)..... | 1,800,000 | 7 | Feb. & Aug. | " | 1896 | 93 1/2 | 1st Mortgage, Jan. 1, 1866..... | 1,000,000 | 6 | Jan. & July. | " | 1896 | 96 |
| 2d Mortgage (W. Div.)..... | 1,300,000 | 7 | April & Oct. | " | 1886 | 88 | Consolidated mort. Apr. 1, 1869. | 979,000 | 7 | April & Oct. | " | 1899 | 103 |
| Equipment sinking fund | 94,000 | 8 | Jan. & July. | " | 1879 | .... | West Shore Hudson River: | | | | | | |
| Consolidated Bond Class A.... | 1,406,000 | 7 | May & Nov. | " | 1911 | 86 1/2 | 1st Mortgage..... | 676,300 | 7 | — & — | New York. | .... | .... |
| Toledo, Wabash and Western: | | | | | | | West Wisconsin: | | | | | | |
| 1st Mort. (Tol. & Ill. 75 m.).... | 900,000 | 7 | Feb. & Aug. | New York. | 1890 | 95 | 1st M. L. G., stg. conv. £800,000. | 4,000,000 | 7* | Jan. & July. | N.Y. or Lond. | 1885 | .... |
| 1st M. (L. Erie, W. & St. L. 167 m.) | 2,500,000 | 7 | " | " | 1890 | .... | Wicomico and Pocomoke: | | | | | | |
| 2d Mort. (Tol. & Wabash 75 m.) | 1,000,000 | 7 | May & Nov. | " | 1878 | 94 1/2 | 1st Mortgage..... | 200,000 | 6 | Jan. & July. | Philadelphia. | 1888 | .... |
| 2d Mort. (Wab. & West. 167 m.) | 1,500,000 | 7 | " | " | 1871 | .... | Williamston and Tarboro': | | | | | | |
| Equipm't Bonds (T. & W. 75m.) | 600,000 | 7 | " | " | 1883 | 88 | 1st Mortgage coupon..... | 350,000 | 8 | May & Nov. | New York. | 1900 | .... |
| Consol. M. (T., W. & W. 500 m.) | 2,700,000 | 7 | F. M. A. & N. | " | 1907 | 93 | Wilm., Charlotte & Rutherford: | | | | | | |
| Decatur & East St. Louis 109 m. | 2,700,000 | 7 | " | " | 1900 | 90 1/2 | 1st mortgage..... | 1,000,000 | 8 | Jan. & July. | New York. | '87-'97 | .... |
| Troy and Boston: | | | | | | | 1st Mortgage, endor. by N. Car.. | 1,003,000 | 8 | " | " | '87-'97 | .... |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | .... | Wilmington and Reading: | | | | | | |
| 2d Mortgage..... | 300,000 | 7 | April & Oct. | " | 1885 | .... | 1st Mortgage..... | 2,250,000 | 7 | April & Oct. | Philadelphia. | 1900 | 101 |
| 3d Mortgage..... | 650,000 | 7 | May & Nov. | " | 1875 | .... | 2d Mortgage..... | 262,200 | 7 | Jan. & July. | " | 1902 | .... |
| Convertible Bonds..... | 648,000 | 7 | " | " | 1882 | .... | Wilmington and Weldon: | | | | | | |
| Troy, Salem & Rutland (R. & Sar.): | | | | | | | Sterling Loan..... | 576,888 | 6 | Jan. & July. | London. | 1881 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1894 | .... | Sterling Loan..... | 197,777 | 7 | May & Nov. | " | 1885 | .... |
| Troy Union: | | | | | | | Sinking Fund Bonds..... | 710,000 | 7* | Jan. & July. | New York. | 1896 | 96 |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | New York. | 1873 | .... | Winona & St. Peter (C. & N. W.): | | | | | | |
| 2d Mortgage, guaranteed..... | 360,000 | 6 | " | " | 1878 | .... | 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | New York. | .... | 80 |
| Union Pacific: | | | | | | | 2d Mortgage..... | 12,000pm | 7 | May & Nov. | " | .... | .... |
| 1st Mortgage, tax free..... | 27,237,000 | 6* | Jan. & July. | N.Y. & Boston | '95-'99 | 80 | | | | | | | |
| 1st Mort. L. G. (12,000,000 acres) | 9,594,000 | 7 | April & Oct. | Boston. | 1889 | 81 | | | | | | | |
| Income Mortgage..... | 10,000,000 | 10 | March & Sept. | " | 1874 | 86 | | | | | | | |
| 2d Mortgage (U. S. subsidy).... | 27,236,512 | 6 | Jan. & July. | N.Y. & Boston | '95-'99 | .... |  |  |  |  |  |  |  |
| Union Pacific—Central Branch: | | | | | | | | | | | | | |
| 1st Mortgage..... | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |  |  |  |  |  |  |  |
| 2d Mortgage (U.S. subsidy).... | 1,600,000 | 6 | Jan. & July. | " | 1895 | .... |  |  |  |  |  |  |  |
| Union Pacific, E. D. (see K. Pac.): | | | | | | | | | | | | | |
| Union Pacific, S. Br. (M.K. & T.): | | | | | | | | | | | | | |
| 1st M.R.R. 342m. & 1,300,000 acres | 4,145,000 | 6* | Jan. & July. | New York. | 1899 | .... |  |  |  |  |  |  |  |
| Union and Titusville: | | | | | | | | | | | | | |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |  |  |  |  |  |  |  |
| Utica and Black River: | | | | | | | | | | | | | |
| 1st Mortgage, July 1868 | 150,000 | 7 | Jan. & July. | New York. | 1878 | .... |  |  |  |  |  |  |  |
| Vermont Central: | | | | | | | | | | | | | |
| 1st Mortgage..... | 3,000,000 | 7 | June & Dec. | Boston. | 1886 | 78 1/2 | | | | | | | |
| 2d Mortgage..... | 1,500,000 | 7 | " | " | 1891 | 30 | | | | | | | |
| Equip. Loans of 1866-'67..... | 1,000,000 | 8 | May & Nov. | " | '76-'77 | 98 | | | | | | | |
| Equip. Loans of 1867..... | 1,000,000 | 8 | " | " | 1889 | 99 | | | | | | | |
| Stanstead, Shefford & Cham. b'ds | 600,000 | 7 | Jan. & July. | " | 1887 | 79 | | | | | | | |
| Guar. Stock (Vt. & Ca.)..... | 2,000,000 | 8 | June & Dec. | " | .... | 99 | | | | | | | |
| Vermont and Massachusetts: | | | | | | | | | | | | | |
| 1st Mortgage..... | 550,000 | 6 | Jan. & July. | Boston. | 1883 | 93 1/2 | | | | | | | |
| Convertible tax free, bonds..... | 200,000 | 7 | " | " | 1879 | 100 | | | | | | | |
| Vermont Valley (Vt. Central): | | | | | | | | | | | | | |
| 1st Mortgage..... | 386,000 | 7 | April & Oct. | New York. | 1860 | .... |  |  |  |  |  |  |  |
| 1st Mortgage..... | 114,000 | 6 | " | Boston. | 1860 | .... |  |  |  |  |  |  |  |
| 1st Mortgage..... | 293,200 | 7 | " | New York. | 1859 | .... |  |  |  |  |  |  |  |
| Vicksburg and Meridian: | | | | | | | | | | | | | |
| General Mort., 1st series (red)... | 722,500 | 7 | Jan. & July. | Philadelphia. | 1890 | .... |  |  |  |  |  |  |  |
| " " 2d series (blue)..... | 850,000 | 7 | " | " | 1890 | .... |  |  |  |  |  |  |  |
| " " 3d series (black)..... | 154,000 | 7 | " | " | 1890 | .... |  |  |  |  |  |  |  |
| " " (not endorsed)..... | 1,273,000 | 7 | April & Oct. | " | 1890 | .... |  |  |  |  |  |  |  |
| Special Loan..... | 225,438 | 8 | Jan. & July. | " | 1880 | .... |  |  |  |  |  |  |  |
| Vineyard: | | | | | | | | | | | | | |
| 1st Mortgage..... | 750,000 | 7 | April & Oct. | New York. | 1890 | .... |  |  |  |  |  |  |  |
| Virginia & Tennessee (A.M. & O.): | | | | | | | | | | | | | |
| 1st Mortgage..... | 494,000 | 6 | Jan. & July. | New York. | 1873 | 95 | | | | | | | |
| 2d Mortgage..... | 4,000 | 6 | " | " | 1869 | 79 1/2 | | | | | | | |
| 3d Mortgage..... | 990,000 | 6 | " | " | 1884 | .... |  |  |  |  |  |  |  |
| Income Mortgage..... | 113,000 | 6 | " | " | 1866 | .... |  |  |  |  |  |  |  |
| 4th Mortgage..... | 846,000 | 8 | " | " | 1900 | 89 1/2 | | | | | | | |
| Registered Certificates..... | 116,129 | 8 | " | Richmond. | 1880 | .... |  |  |  |  |  |  |  |
| Interest Funding Bonds..... | 204,200 | 8 | " | New York. | 1880 | .... |  |  |  |  |  |  |  |
| Walkill Valley (20,000 per mile): | | | | | | | | | | | | | |
| 1st Mortgage..... | 350,000 | 7 | April & Oct. | New York. | 1910 | .... |  |  |  |  |  |  |  |
| Ware River (N. & N.): | | | | | | | | | | | | | |
| 1st Mortgage for \$1,000,000..... | 239,300 | 7 | Jan. & July. | Boston. | 1890 | .... |  |  |  |  |  |  |  |
| Warren (D. L. & W.): | | | | | | | | | | | | | |
| 1st Mortgage, guaranteed..... | 511,400 | 7 | Feb. & Aug. | New York. | 1875 | .... |  |  |  |  |  |  |  |
| Warwick Valley (Erie): | | | | | | | | | | | | | |
| 1st Mortgage..... | 85,000 | 7 | April & Oct. | New York. | 1880 | .... |  |  |  |  |  |  |  |
| Washington and Ohio: | | | | | | | | | | | | | |
| 1st Mortgage 1868 for \$3,000,000. | .... | 7 | May & Nov. | New York. | 1898 | .... |  |  |  |  |  |  |  |
| Watertown & Rome (R.W. & O.): | | | | | | | | | | | | | |
| 2d Mortgage..... | 3,000 | 7 | March & Sept. | New York. | 1871 | .... |  |  |  |  |  |  |  |
| Sinking Fund..... | 796,900 | 7 | " | " | 1880 | .... |  |  |  |  |  |  |  |
| Westchester and Philadelphia: | | | | | | | | | | | | | |
| 1st Mortgage, convertible..... | 400,000 | 7 | Jan. & July. | Philadelphia. | 1873 | 102 | | | | | | | |
| 3d Mortgage (8s compromised)... | 557,400 | 6 | April & Oct. | " | 1878 | .... |  |  |  |  |  |  |  |
| Western Alabama: | | | | | | | | | | | | | |
| Mortgage consolidated guar..... | 1,200,000 | 8 | April & Oct. | New York. | 1900 | .... |  |  |  |  |  |  |  |
| 1st Mortgage (before consolid.)... | 600,000 | 8 | " | " | 1888 | .... |  |  |  |  |  |  |  |
| 1st Mortgage (M. & W. Point R.R.) | 750,000 | 8 | Jan. & July. | " | 1881 | .... |  |  |  |  |  |  |  |
| Western (B. & Albany): | | | | | | | | | | | | | |
| Sterling Bonds..... | 1,619,520 | 5* | April & Oct. | London. | 1871 | .... |  |  |  |  |  |  |  |
| Albany Loan (A. & W. Stebbins) | 500,000 | 6 | Jan. & July. | Boston. | 1876 | .... |  |  |  |  |  |  |  |
| Dollar Bonds..... | 753,500 | 6 | April & Oct. | " | 1875 | 98 1/2 | | | | | | | |
| Western Maryland: | | | | | | | | | | | | | |
| 1st Mortgage..... | 600,000 | 6 | Jan. & July. | Baltimore. | 1890 | 92 | | | | | | | |
| 2d Mortgage preferred..... | 600,000 | 6 | " | " | 1890 | 80 | | | | | | | |
| Bonds endorsed by Balt..... | 600,000 | 6 | " | " | 1890 | 94 1/2 | | | | | | | |
| Bonds (July 1, 1870) endor. by B. | 1,400,000 | 6 | " | " | 1890 | 96 | | | | | | | |
| Western North Carolina (E.D.): | | | | | | | | | | | | | |
| 1st Mortgage, Mar. 1, 1870..... | 1,400,000 | 8 | Jan. & July. | New York. | 1890 | .... |  |  |  |  |  |  |  |
| Western Pennsylvania (Penn.): | | | | | | | | | | | | | |
| 1st Mortgage (E. Div.) guar..... | 800,000 | 6 | April & Oct. | Philadelphia. | 1883 | 83 | | | | | | | |
| 1st Mortgage (Pittsb. Div.) guar. | 1,000,000 | 6 | Jan. & July. | " | 1896 | .... |  |  |  |  |  |  |  |
| | | | | | | | Western Union (M. & St. P.): | | | | | | |
| | | | | | | | 1st Mortgage for \$5,000,000 | \$3,275,000 | 7 | Feb. & Aug. | New York. | 1896 | .... |
| | | | | | | | West Jersey: | | | | | | |
| | | | | | | | Loan of Mar. 1861, guar. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1883 | .... |
| | | | | | | | 1st Mortgage, Jan. 1, 1866..... | 1,000,000 | 6 | Jan. & July. | " | 1896 | 96 |
| | | | | | | | Consolidated mort. Apr. 1, 1869. | 979,000 | 7 | April & Oct. | " | 1899 | 103 |
| | | | | | | | West Shore Hudson River: | | | | | | |
| | | | | | | | 1st Mortgage..... | 676,300 | 7 | — & — | New York. | .... | .... |
| | | | | | | | West Wisconsin: | | | | | | |
| | | | | | | | 1st M. L. G., stg. conv. £800,000. | 4,000,000 | 7* | Jan. & July. | N.Y. or Lond. | 1885 | .... |
| | | | | | | | Wicomico and Pocomoke: | | | | | | |
| | | | | | | | 1st Mortgage..... | 200,000 | 6 | Jan. & July. | Philadelphia. | 1888 | .... |
| | | | | | | | Williamston and Tarboro': | | | | | | |
| | | | | | | | 1st Mortgage coupon..... | 350,000 | 8 | May & Nov. | New York. | 1900 | .... |
| | | | | | | | Wilm., Charlotte & Rutherford: | | | | | | |
| | | | | | | | 1st mortgage..... | 1,000,000 | 8 | Jan. & July. | New York. | '87-'97 | .... |
| | | | | | | | 1st Mortgage, endor. by N. Car.. | 1,003,000 | 8 | " | " | '87-'97 | .... |
| | | | | | | | Wilmington and Reading: | | | | | | |
| | | | | | | | 1st Mortgage..... | 2,250,000 | 7 | April & Oct. | Philadelphia. | 1900 | 101 |
| | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---------------|------|-------|-------|-------|-----|-----|-----|---|-------|-----------|-----------|-----------|-----------|-----------|-----------|---------|------|-----------------------------------|-----|
| Dec. 31, 1870 | 73.0 | 3.7 | 30.6 | 5 | 4 | 2 | 168 | Chicago, Cincinnati and Louisville | Ind. | 2,500,000 | 156,000 | 10,000 | 1,500,000 | 1,000,000 | 335,669 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 73.0 | 1.3 | 63.0 | 13 | 6 | 2 | 160 | Chicago, Danville and Vincennes | Ill. | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 73.0 | 16.7 | 102.4 | 246.0 | 204 | 113 | 61 | Chicago, Iowa and Nebraska | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| May 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 131 | Chicago and West Nile, Wis. & Mich. | Mich. | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| May 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 131 | Chicago and Michigan Lake Shore | Mich. | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Mar. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 26 | Chicago and Rock Island & Pacific Ill. & Iowa | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Jun. 30, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Jun. 30, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. 31, 1870 | 82.5 | 102.4 | 246.0 | 204 | 113 | 61 | 140 | Chicago and South Western | Iowa | 5,000,000 | 1,000,000 | 1,000,000 | 2,500,000 | 810,000 | 1,186,257 | 1,156.0 | 75.0 | Re-organ. of Ch. in Penn. & Chic. | 100 |
| Dec. | | | | | | | | | | | | | | | | | | | |

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

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[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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| Abstract of General Balance Sheet. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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[illegible]

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (f) have equal dividends with lessees' stock.)

| COMPANIES. | Amount outstanding. | Rate. | Paid. | Market Price. |
|--|---------------------|-------|-------|---------------|
| RAILROAD STOCKS: | | | | |
| Atlantic & Gt. West'n (O. D.) pref. | \$1,919,000 | 7 | ... | ... |
| Atlantic & St. Lawrence* guar. | 2,494,000 | 4 | 4 | ... |
| Baltimore and Ohio, pref. | 3,000,000 | 6 | 6 | 150 |
| Berkshire* guaranteed. | 600,000 | 7 | 7 | ... |
| Blossburg and Corning* guar. | 250,000 | 5 | 5 | ... |
| Boston, Concord and Montreal, pref. | 1,340,000 | 6 | 6 | 86 |
| Buffalo, N. York and Erie* guar. | 960,000 | 7 | 7 | 74 |
| Camden and Atlantic, pref. | 753,696 | 7 | 7 | 80 |
| Catawissa* pref. and guar. | 2,200,000 | 7 | 7 | 90 |
| Cayuga and Susquehanna* guar. | 689,110 | ... | 9 | ... |
| Cedar Rapids & Missouri* preferred and guaranteed. | 755,000 | 7 | 7 | ... |
| Central (Ohio), preferred. | 400,000 | 7 | 7 | 38 |
| Chemung* guar. | 380,000 | 8 | 8 | ... |
| Cheshire, preferred. | 2,017,815 | 7 | 3 | 83 |
| Chicago and Alton, pref. | 2,425,400 | 7 | 10 | 120 |
| Chicago, Iowa and Nebraska* guar. | 2,600,000 | ... | 10 | ... |
| Chicago and Northwestern, pref. | 20,370,293 | 7 | 7 | 89 |
| Cleveland and Mahoning* guar. | 2,056,000 | 7 | 7 | ... |
| Cleveland and Toledo* guar. | 6,250,000 | ... | 3 | ... |
| Cochecho, preferred. | 177,760 | 8 | ... | ... |
| Connecticut and Passumpsic Rivers, preferred. | 1,822,100 | 6 | 6 | 91 |
| Cumberland Valley, 1st pref. | 241,900 | 8 | 8 | 114 |
| " " 2d pref. | 242,000 | 8 | 8 | ... |
| Delaware* guaranteed. | 504,241 | 6 | 6 | ... |
| Detroit & Milwaukee* preferred and guaranteed. | 1,500,000 | 6 | ... | ... |
| Dubuque and Sioux City* preferred and guaranteed. | 1,088,170 | 7 | 7 | 97 |
| Dubuque Southwestern, pref. | 330,308 | 7 | 7 | ... |
| Eastern (N. H.)* guaranteed. | 492,500 | 8 | 8 | ... |
| Elmira, Jefferson and Canandaigua* guaranteed. | 500,000 | 5 | 5 | ... |
| Elmira and Williamsport* guar. | 500,000 | 5 | 5 | ... |
| Elmira and Williamsport* preferred and guaranteed. | 500,000 | 7 | 7 | 82 |
| Erie, preferred. | 8,536,910 | 7 | 7 | 71 |
| Evansville and Crawfordville, pref. | 100,000 | ... | ... | ... |
| Hannibal and St. Joseph, pref. | 5,078,224 | ... | 56 | ... |
| Harrisburg and Lancaster* guar. | 1,182,550 | 7 | 7 | ... |
| Housatonic, preferred. | 1,180,000 | 8 | 4 | ... |
| Huntingdon & Broad Top Mountain, preferred. | 190,750 | 7 | 3 | 26 |
| Joliet and Chicago* guar. | 1,500,000 | 7 | 7 | ... |
| Joliet and Northern Indiana* guar. | 300,000 | 8 | 8 | ... |
| Lackawanna and Bloomsburg, pref. | 500,000 | 7 | ... | ... |
| Leds and Farmington* guar. | ... | 5 | ... | ... |
| Little Schuylkill* guar. | 2,646,100 | 7 | 7 | ... |
| Louisville, Cincinnati and Lexington preferred. | 848,700 | 9 | 9 | 87 |
| Marietta and Cincinnati, 1st pref. | 6,586,135 | 6 | 28 | ... |
| " " 2d pref. | 4,051,744 | 6 | ... | 12 |
| Manchester and Lawrence* | 1,000,000 | ... | 9 | ... |
| Michigan Southern, guaranteed. | 560,900 | 10 | 10 | ... |
| Mill Creek and Mine Hill* guar. | 323,375 | 10 | 10 | ... |
| Milwaukee and St. Paul, preferred. | 9,744,268 | 7 | ... | 75 |
| Mine Hill and Schuylkill Haven* guar. inted. | 3,775,000 | 8 | 8 | ... |
| Mount Carbon & Pt. Carbon* guar. | 282,250 | 12 | 12 | ... |
| New Haven and Northampton* | 1,344,000 | ... | 2 | ... |
| New York and Harlem, pref. | 1,500,000 | 8 | 8 | 135 |
| Niagara Bridge and Canandaigua* guar. | 1,000,000 | 6 | 6 | ... |
| North Eastern (B. C.) preferred. | 165,000 | 8 | 8 | ... |
| Ogdensburg and L. Champlain, pref. | 1,037,000 | 8 | 8 | 104 |
| Ohio and Mississippi, pref. | 3,500,000 | 7 | 7 | 75 |
| Paterson and Hudson* guar. | 630,000 | 8 | 8 | ... |
| Paterson and Ramapo* guar. | 248,000 | 5 | 5 | ... |
| Peoria and Bureau Valley* guar. | 1,200,000 | 6 | 6 | ... |
| Philadelphia and Erie* guar. | 5,996,700 | ... | ... | ... |
| Philadelphia and Reading, pref. | 1,551,800 | 10 | 10 | ... |
| Philadelphia and Trenton* guar. | 1,099,720 | 10 | 10 | ... |
| Pittsfield and North Adams* guar. | 450,000 | 6 | 6 | ... |
| Portl. & Kennebec (Yarmouth) guar. | 201,000 | 6 | 6 | ... |
| Portland, Saco & Portsmouth* guar. | 1,500,000 | 6 | 6 | ... |
| Portsmouth and Concord* | 350,000 | 7 | 7 | ... |
| Richmond, Fredericksb. & Potomac, guaranteed. | 142,900 | 7 | 7 | ... |
| Rochester and Genesee Valley* | 557,500 | 7 | 7 | ... |
| Rutland, preferred. | ... | 7 | 66 | ... |
| St. Louis, Alton and T. H., pref. | 2,040,000 | 7 | 7 | 45 |
| Sandusky and Cincinnati, pref. | 445,576 | 6 | 48 | ... |
| Schuylkill Valley* guar. | 576,000 | 5 | 5 | ... |
| Shamokin Valley & Pottsville* guar. | 869,450 | 5 | 5 | ... |
| Tol. Peoria & Warsaw 1st pref. | 1,700,000 | 7 | ... | ... |
| " " 2d pref. | 1,308,000 | 7 | ... | ... |
| Toledo, Wabash and Western, pref. | 1,000,000 | 7 | 86 | ... |
| Troy and Greenbush* guar. | 274,000 | 7 | 7 | ... |
| Vermont and Canada* guar. | 2,500,000 | 8 | 8 | ... |
| Warren* guar. | 1,408,300 | 7 | 7 | ... |
| White Mountains* guar. | 200,000 | 5 | 5 | ... |
| Wrightsv. York & Gettysburg* pref. | 317,050 | ... | 2 | ... |

CANAL STOCKS:

| | | | | |
|------------------------------|-----------|----|-----|-----|
| Delaware Division* guar. | 1,633,350 | 8 | 8 | ... |
| Morris, preferred. | 1,175,000 | 10 | 10 | 128 |
| Schuylkill Navigation, pref. | 2,889,997 | 6 | 6 | 50 |
| Union, preferred. | ... | 6 | ... | 14 |

MISCELLANEOUS STOCKS:

| | | | | |
|------------------------|-----------|---|-----|-----|
| Cumberland Coal, pref. | ... | 6 | ... | ... |
| Mariposa Mining, pref. | 6,774,400 | 7 | 7 | 23 |

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 14 cents per lb.; Pig, 77 per lb.; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, 26; Scrap Wrought, 28 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

| | | | |
|---|------------|---|-----|
| Pig, Scotch, No. 1..... | per ton 56 | @ | — |
| Pig, American, No. 1..... | 53 | @ | 55 |
| Pig, American, No. 2..... | 51 | @ | 52 |
| Pig, American, Forge..... | 48 | @ | 50 |
| Bar, Refined, English and American..... | 115 | @ | 120 |
| Bar, Swedes, assorted sizes..... | (gold) 120 | @ | 130 |

STORE PRICES.

| | | | | |
|--|-------------------|---------------|--------|--------|
| Bar, Swedes, 1 to 5 x $\frac{1}{2}$ & $\frac{3}{4}$ to 2 sq. & 6 to 12 x $\frac{1}{2}$ to 2 in. rd. & sq.—1 to 6 in. | 130 | @ | 145 | — |
| Bar, Refined, $\frac{1}{2}$ to 2 in. rd. & sq.—1 to 6 in. x $\frac{1}{2}$ to 1 in. | 115 | @ | — | — |
| Bar, Refined, $\frac{1}{2}$ to 6 by $\frac{1}{2}$ & 5-16 in. | 120 | @ | — | — |
| Bar, Refined, $\frac{1}{2}$ & $\frac{1}{4}$ by $\frac{1}{2}$ & 5-16. | 122 | 50 | @ | 132 |
| Large Rounds, $2\frac{1}{2}$ to $2\frac{1}{2}$ to $3\frac{1}{2}$ to 4 in. | 122 | 50 | @ | 132 50 |
| Scroll..... | 135 | @ | 165 | — |
| Ovals and Half-round..... | 135 | @ | 155 | — |
| Band..... | — | @ | 130 | — |
| Horse Shoe..... | 125 | @ | 135 | — |
| Rods, $\frac{1}{2}$ to 3-16 inch..... | 120 | @ | 160 | — |
| Hoop..... | 140 | @ | 187 50 | — |
| Nail Rod..... | per lb. | @ | — | 8 |
| Sheet, Russia, as to assortment..... | (gold) 17 | @ | — | — |
| Sheet, Single D. and T. Common..... | 7 | @ | — | 8 |
| Sheet, Doubles and Trebles, Charcoal..... | 7 | @ | — | 8 |
| Sheet, Galvanized..... | List 15 | per ct. disc. | — | — |
| Rails, English..... | (gold) 75 | @ | — | 76 |
| Rails, American, at Works in Penna. & y. | 85 | @ | — | — |
| Anvils (English)..... | per lb. currency. | 9 | @ | — |

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11 3/4 cents per lb.; over 11 3/4 cents, 34 cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

| | | | | |
|---|---|---|------|------|
| NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse | | | | |
| Shoe | 5 cents per lb.; Copper, 45 per cent.; Yellow | | | |
| Metal and Zinc | 85 per cent. ad val., all less 10 per cent. | | | |
| Cut, Hook-head Brads, Fencing and Sheathing | 10d. to 60d per keg | | @ | 5 75 |
| Cut, 8d. and 9d. | | | @ | 6 |
| Cut, 6d. and 7d. | | | @ | 6 25 |
| Cut, 4d. and 5d. | | | @ | 6 50 |
| Cut, 3d. | | | @ | 7 25 |
| Cut, 2d and 3d. Fine. | | | @ | 8 |
| Cut Spikes, all sizes. | | | @ | 6 |
| Cut, Finishing, Casings, Box, &c., 10d to 3d. | 6 25 | @ | 7 75 | |
| Clinch, 2 to 3 inch and over | 7 25 | @ | 7 75 | |
| Horse Shoe, Forged (No. 10 to 5). | 21 | @ | 33 | |
| Copper | | @ | 45 | |
| Yellow Metal Sheathing and Slatings. | 30 | @ | 33 | |

NAILS—DUTY: Cut, 14; Wrought, 24; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

| | | | |
|--|------|---|------|
| Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per keg..... | — | @ | 5 75 |
| Cut, 8d. and 9d..... | — | @ | 6 |
| Cut, 6d. and 7d..... | — | @ | 6 25 |
| Cut, 4d. and 5d..... | — | @ | 6 50 |
| Cut, 3d..... | — | @ | 7 25 |
| Cut, 2d and 3d..... | — | @ | 8 |
| Cut Spikes, all sizes..... | — | @ | 6 |
| Cut, Finishing, Casing, Box, &c., 10d. to 5d. | 6 25 | @ | 7 75 |
| Clinch, 2 to 3 inch and over..... | 7 25 | @ | 7 75 |
| Horse Shoe, Forged (No. 10 to 5)..... | 21 | @ | 33 |
| Copper..... | — | @ | 45 |
| Yellow Metal Sheathing and Slatting..... | 30 | @ | 32 |

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

| 10 per cent. | All Cash. |
|--|-------------|
| Copper, New Sheathing, (over 12 oz.) per lb. | @ 43 |
| Copper, Bolts..... | @ 45 |
| Copper, Bracers' (over 16 oz.) | @ 46 |
| Copper, Bolts..... | @ 45 |
| Copper, Old Sheathing &c., mixed lots..... | 26 @ 45 |
| Copper, English Pig..... | @ 33 |
| Copper, American Ingot..... | 32 1/2 @ 35 |
| Yellow Metal, New Sheathing and Bronze .. | @ 30 |
| Yellow Metal, Bolts..... | @ 32 |
| Yellow Metal, Nails, Sheathing & Slating... | 30 @ 32 |

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

| | | | | |
|--------------|-------------|------|---|----------|
| German..... | (gold)..... | — | @ | 6 50 |
| English..... | (gold)..... | 6 75 | @ | 7 12 1/2 |
| Bar..... | | — | @ | 9 25 |
| Sheet..... | | — | @ | 11 — |

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

| | | | |
|--|--------|---|----|
| Copper, New Sheathing, (over 12 oz.) per lb..... | — | @ | 43 |
| Copper, Bolts..... | — | @ | 45 |
| Copper, Braziers (over 16 oz.)..... | — | @ | 45 |
| Copper, Nails..... | — | @ | 45 |
| Copper, Old Sheathing, &c., mixed lots..... | 26 | @ | 28 |
| Copper, English Pig..... | — | @ | 33 |
| Copper, American Ingot..... | 32 1/2 | @ | 35 |
| Yellow Metal, New Sheathing and Bronze..... | — | @ | 30 |
| Yellow Metal, Bolts..... | — | @ | 32 |
| Yellow Metal, Nails, Sheathing & Slatting..... | 30 | @ | 32 |

LEAD—DUTY: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 24 cents per lb.—all less 10 p. ct.

| | | | | |
|---|--------------------|---|----------|------|
| Spanish..... | (gold) per 100 lb. | — | @ | 6 50 |
| German..... | (gold) 6 | @ | 6 50 | |
| English..... | (gold) 6 75 | @ | 7 12 1/2 | |
| Bar..... | — | @ | 9 25 | |
| Sheet..... | — | @ | 11 | |
| Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb. | — | @ | — | |

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

| | | | | |
|-----------------------------|----------------------|------|----|------|
| Newcastle Gas..... | per ton of 2240 lb. | 8 | @ | 9 |
| Liverpool Gas Cannel..... | — | @ | 15 | — |
| Liverpool House Cannel..... | 22 | @ | 23 | — |
| Anthracite (by cargo)..... | per ton of 2,000 lb. | 3 75 | @ | 5 25 |

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

| | Th. 8. | F. 9. | Sat. 10. | M. 12 | Tu. 13. | W. 14. |
|---------------------------------|---------|---------|----------|---------|---------|---------|
| Canton Co..... | | | | | 92 1/2 | 93 1/2 |
| Central Pacific 6s..... | 102 | 102 | | | 102 | |
| Central of N. Jersey..... | 107 1/2 | 107 1/2 | | | 107 | |
| Chicago & Alton..... | | | | | 118 | |
| pref..... | | | | | | 120 |
| 1 M..... | | | | | | |
| S. F..... | | | | | | |
| Inc. bds..... | | | | | | |
| Chicago, Burl. & Q..... | 132 1/2 | | | | | |
| 8s, 1883..... | | | | | | |
| Chic. & Northwestern..... | 73 1/2 | 73 1/2 | 73 1/2 | 73 1/2 | 73 1/2 | 73 1/2 |
| pref..... | 90 | 89 1/2 | 89 1/2 | 90 | 89 1/2 | 89 1/2 |
| 1st M..... | 90 1/2 | | 97 | 90 | 96 | |
| S. F..... | | | | | | |
| Consol..... | | | | | | |
| Chic., Rock Isl. & Pac..... | 110 1/2 | 110 1/2 | 110 1/2 | 110 1/2 | 110 1/2 | 110 1/2 |
| Chi., R. I. & Pa. 7s, 1896..... | | | | | 101 1/2 | 101 1/2 |
| Clev., Col. C. and Ind..... | 90 1/2 | 90 1/2 | | | 89 1/2 | 89 1/2 |
| Clev. & Pittsburg guar..... | 91 1/2 | | 91 1/2 | | 91 1/2 | 92 1/2 |
| 2 M..... | | | | | | |
| 3 M..... | | | | | | 89 |
| 4 M..... | | | | | | |
| Clev. and Toledo..... | | | | | | |
| S. F. 7s..... | 101 | | | | 102 | |
| Col., Chi. & Ind. C..... | 34 1/2 | 34 1/2 | 33 1/2 | 33 1/2 | 34 1/2 | 34 1/2 |
| 1 M..... | 92 1/2 | 93 | | | 92 1/2 | 93 |
| 2 M..... | 76 1/2 | 76 | | | | |
| Del. & Hudson Canal..... | 119 | | | | | 119 1/2 |
| Del. Lack. & Western..... | 104 1/2 | 104 | | | 104 | 104 |
| 1 M. 7s..... | | | 102 | | | |
| 2 M. 7s..... | | | | | | |
| Dubuque & Sioux City..... | 48 1/2 | | | | | |
| Erie Railway..... | 48 | 48 | 47 1/2 | 47 1/2 | 47 1/2 | 47 1/2 |
| pref..... | 70 | 69 1/2 | 68 1/2 | 70 | 71 | 71 |
| 1 M. 7s, 1897..... | | | | | | |
| 2 M. 7s, 1879..... | | | | | | |
| 3 M. 7s, 1883 100..... | | | | | | |
| 4 M. 7s, 1880..... | | | 95 1/2 | | | |
| 5 M. 7s, 1888..... | | | | | | |
| Great Western 2d mort..... | 90 | | | | | |
| Hannibal & St. Joseph..... | 37 1/2 | 37 1/2 | | | 37 1/2 | |
| pref..... | | | | | 56 | |
| 8s, conv. 94..... | 94 | 94 | | | | |
| Hudson River..... | | | | | | |
| 2 M. S. F..... | | 105 1/2 | | | | |
| 3 M. 7s, 1875..... | | | | | | |
| Illinois Central..... | | | | | | |
| bonds..... | | | | | | |
| Lake Shore & Mich. S'th..... | 89 1/2 | 89 1/2 | 89 | 88 1/2 | 89 1/2 | 89 1/2 |
| Lake Shore Div. bonds..... | | | | 97 | | |
| Marietta & Cin. 1st pref..... | | | | | | |
| 2d pref..... | 12 | 12 1/2 | | | | |
| Michigan Central..... | 117 1/2 | | | 117 1/2 | | |
| S. F. 8s, 1882..... | | | | | | |
| M. S. and N. I. 1 M. S. F..... | | | | | | |
| 2 M..... | 99 1/2 | | | | | |
| Mariposa Mining Co..... | | | | | | |
| pref..... | 24 | | | | 24 | 24 |
| Milw. and St. Paul..... | 54 1/2 | 54 1/2 | 53 1/2 | 53 1/2 | 54 1/2 | 54 1/2 |
| pref..... | 80 | 79 1/2 | 78 1/2 | 78 1/2 | | |
| 1st mort..... | 92 1/2 | 92 1/2 | | 92 1/2 | | |
| 2d mort..... | | | | | | |
| 8s..... | 107 1/2 | | | | | |
| 7 3-10s con..... | | | | | 95 | |
| Missouri 6s..... | 94 | 93 1/2 | | | 92 1/2 | 92 1/2 |
| H. & St. J. iss..... | | | | | 91 | |
| Morris and Essex..... | | 93 | | | 92 | |
| 1st mort..... | 106 | | | | | |
| 2d mort..... | | | | | | |
| New York Central..... | | | | | | |
| 7s, S. F. 1876..... | | | | | | |
| 6s, S. F. 1883 95..... | 95 | 95 | | | | |
| 6s, S. F. 1887..... | | | | | | |
| N. Y. Cen. & Hud. Riv..... | 96 1/2 | 96 1/2 | 96 1/2 | 96 1/2 | 96 1/2 | 97 |
| certificates..... | | | | | | |
| N. York and Harlem..... | 116 | 115 | 115 | 115 1/2 | 116 | |
| pref..... | | | | | | |
| 1 M. 7s, 1873 102..... | 102 | | | | | |
| N. Carolina 6s, old..... | 36 | 35 | | | | |
| new..... | | | | | | |
| Ohio and Miss..... | 43 1/2 | 43 1/2 | 42 1/2 | 42 1/2 | 43 1/2 | 43 1/2 |
| pref..... | | | | | | 75 |
| 1st M..... | | | | | | |
| Pacific Mail S. S. Co..... | 74 1/2 | 74 | 73 1/2 | 73 1/2 | 74 1/2 | 74 1/2 |
| Panama..... | 124 | 124 | | 124 | 122 1/2 | 122 1/2 |
| Phila. and Reading..... | | | | | | |
| Pitte., Ft. W. & Chi. gtd..... | | | | | 96 1/2 | |
| 1 M..... | 105 | | | | | |
| 2 M..... | 100 | | 100 | | | 100 |
| 3 M..... | | | | | | |
| Quicksilver Mining Co..... | 42 1/2 | 42 1/2 | | 41 | 41 1/2 | |
| St. L., Alton & T. H..... | | | | 45 | | |
| pref..... | | | | | | |
| 1 M..... | | | | | | |
| 2 M. pref..... | | | | | | |
| Income bds..... | | | | | 82 1/2 | |
| Tennessee 6s, old..... | 75 | 74 1/2 | 74 1/2 | | | |
| new..... | 75 | 74 1/2 | | | | |
| Tol., Wab. & Western..... | 75 1/2 | 75 1/2 | 75 1/2 | 75 1/2 | 75 1/2 | 75 1/2 |
| pref..... | | | | | | |
| 1 M..... | 95 1/2 | | | | | 95 |
| 2 M..... | | | | | | |
| Equipment..... | | | | | | |
| St. Lou. Div..... | | | | 90 1/2 | 90 1/2 | |
| Union Pacific..... | 35 1/2 | 35 1/2 | 34 1/2 | 34 1/2 | 35 1/2 | 35 1/2 |
| 1st mort..... | 88 1/2 | 88 1/2 | 88 1/2 | 88 1/2 | 89 1/2 | 89 1/2 |
| L. Gt. 7s..... | 81 | 81 | 81 | | 81 | 81 |
| Inc. 10s..... | 86 1/2 | 86 1/2 | 86 1/2 | 85 1/2 | 85 1/2 | 86 |
| Virginia 6s, old..... | | | | | | |
| new..... | | | | | | |
| consol..... | | | | | | 80 1/2 |
| def. cert..... | | | | | | |

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

Th.8. F 9. Sat.10.M.12.Tu.13.W.14

| | | | |
|-------------------------|-----|-----|-----|
| Boston and Albany | 151 | 151 | 151 |
| Boston and Lowell | 137 | 137 | 137 |
| Boston and Maine | 137 | 137 | 137 |
| Boston and Providence | | | |
| Boston, Hartford & Erie | | | |
| 7s, new | 42 | 42 | 42 |
| Cheshire, pref. | 83 | | |
| Chl., Burl. & Quincy | 132 | 132 | 132 |
| Concord | | | |
| Connecticut River | 135 | 135 | 125 |
| Eastern | 109 | 109 | 109 |
| Fitchburg | | | |
| Manchester & Law'ree | | | |
| Michigan Central | 118 | 118 | 117 |
| Northern, N. H. | | | |
| Ogdens & Lake Cham. | 77 | 76 | 76 |
| pref. | | | |
| Old Colony & Newport | 114 | 114 | 113 |
| Ph., Wil. & Baltimore | 57 | 57 | 57 |
| Port'd, Saco & Ports. | | | |
| Union Pacific | | | |
| " 6s. | 80 | | |
| " Land Grant 7s. | 78 | | |
| " Income 10s. | 81 | | |
| Vermont & Canada | | | |
| Vermont & Mass. | | | 87 |
| South Boston (Horse) | | | |
| Cambridge | | | |
| Metropolitan | 66 | 66 | 66 |
| Middlesex | | | |
| Central Mining Co. | | | |
| Copper Falls | 10 | 10 | 11 |
| Franklin | | | |
| National | | | |
| Pewabic | | | |
| Quincy | | | 48 |

London Stock Exchange.

—Closing Prices.—

| July 26. | | Aug. 2 | |
|----------|----|--------|----|
| 27 | 28 | 27 | 28 |
| 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 |
| 25 | 26 | 25 | 26 |
| 27 | 28 | 27 | 28 |
| 29 | 30 | 29 | 30 |
| 31 | | 31 | |

| | | | | |
|--|-----|-----|-----|-----|
| Atlantic & Gt. W. 1st mort., \$1,000.. | 67 | 69 | 67 | 68 |
| Do. 2d mort., \$1,000..... | 63 | 61 | 59 | 61 |
| Do. Cong.mort. B'nds Bisch.'s Cert. | 36 | 38 | 33 | 36 |
| Do. Reorg. Scrip..... | 94 | 99 | 94 | 99 |
| Do. Leas. Lins., Rental Bonds..... | 84 | 88 | 83 | 88 |
| Detroit & Milwaukee 1st mort. Bonds | 76 | 77 | 73 | 76 |
| Do. 2d do. 75..... | 76 | 80 | 73 | 76 |
| Erle shares 100 dol. all paid..... | 40 | 41 | 37 | 38 |
| Do. Ticket of Protec. Conv. attached | 83 | — | 95 | 94 |
| Do. 6 percent Convertible Bonds..... | 83 | — | 95 | 94 |
| Do. European Agency Certificate..... | 83 | — | 95 | 94 |
| Illinois Central \$100 shares all paid.. | 102 | 104 | 102 | 104 |
| Do. Redemption mort. bonds 6 p.c. 100 | 102 | 101 | 101 | 103 |
| Illinois & St. Louis Bridge 1st mort. | 95 | 97 | 95 | 97 |
| Marietta and Cincinnati Rail. Bonds. | 82 | 85 | 82 | 85 |
| Michigan Central 8s 1882, conv. | 90 | 100 | 90 | 100 |
| Panama 2d mort..... | 90 | — | 92 | 90 |
| Panama General mort..... | 90 | — | 92 | 90 |
| Pennsylvania, 2d mort..... | 99 | 101 | 99 | 101 |
| Do. General mort..... | 94 | — | 95 | 94 |
| Do. \$50 shares..... | 47 | 49 | 47 | 49 |
| Philadelphia and Erie 1st mort..... | 98 | 98 | 96 | 98 |
| Do. with option to be paid in Phila. | 96 | 98 | 96 | 98 |

Saturday, August 17, 1879.

Notwithstanding the less favorable city bank exhibit, Money has been offered with much freedom to the leading speculative borrowers, generally on the basis of 3@4 per cent. in a temporary form. The demand for accommodation, though fairly active, has not been remarkably urgent in any prominent instance. The main call was from Stock Exchange operators, whose wants were supplied with promptness at the ruling figures. The Gold Exchange dealers were not large borrowers. The discount market was comparatively quiet. The best grades of commercial paper were offered rather moderately, and were in request at from 6½@8 per cent. per annum. The city banks, last week, were heavy losers, in the averages of specie and deposits, and also reported a falling off in their legal tender reserve. The U. S. Sub-Treasury added handsomely to its coin balances chiefly through the larger receipts from customs which amounted at this port alone, and for the week to \$4,580,207. The office cut down its currency reserves nearly a million dollars.

Actual Sale Prices for the week ending Aug. 13.

| | | |
|-----------------------------|-----|-----|
| Baltimore City 6s. 1875. | 100 | 100 |
| .. 1886 | 98 | 98 |
| .. 1890 | 99 | 99 |
| .. 1884 | 99 | 99 |
| .. 1900 | 98 | 98 |
| Balt and Ohio | | |
| .. bonds, 1875. | 100 | 100 |
| .. 1880. | 99 | 99 |
| .. 1885. | 96 | 96 |
| Marietta & Cin. 1st M. 99 | 99 | 99 |
| .. 2d M. | 91 | 90 |
| .. 3d M. 8s. | 90 | 83 |
| Northern Central | 39 | 39 |
| .. bonds, 1885. | 100 | 100 |
| .. 1900. | 98 | 98 |
| Pittsb. & Connellev. 7s. 95 | 95 | 95 |
| N. W. Va. 1st mort. | 95 | 95 |
| .. 2d mort. | 95 | 95 |
| .. 3d mort. | 95 | 95 |
| Virginia 6s. Consol. | 50 | 51 |
| .. Defer. Certif. | 50 | 50 |
| City Passenger R. R. | 50 | 50 |

The city banks, in their latest return, show a reduction of \$481,100 of legal tender notes, \$5,726,900 of specie, and \$3,895,800 of deposits, also an addition of \$958,300 to their loan and discount averages, and a contraction of \$24,200 in their item of circulation. The city bank exchanges, last week, averaged 99, and thus far, this week, about 98 millions daily. The banks now hold \$6,516,600 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$18,199,000, against \$12,361,749 same time last year. The city bank deposits are now \$237,668,200 against \$251,245,280, week ending Aug. 12, 1871. The legal tender reserve amounts to \$54,570,600, against \$72,390,400 same time last year. The circulation now stands at \$27,313,000 against \$30,285,409 same time last year. The loans are now \$296,386,500 against \$302,400,397 at this date last year.

The coin reserve of the city banks is now about 18½ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 54½ millions against about 55½ millions on the statement of June 15th.

Government revenues have been again quite prolific, particularly in the line of customs. The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, \$18,911,098. The customs at the port of New York last week were \$4,580,206; at the outports, equal to about \$1,500,000 all in coin, or coin certificates.

Under the Treasury programme for August, Government proposes to sell gold as follows: Thursday, August 22, \$2,000,000; Thursday, August 29, \$1,000,000. And to buy in Five-Twenties, as follows: Wednesday, August 21, \$2,000,000; Wednesday, August 28, \$1,000,000.

The Gold speculation has been less spirited, particularly toward the close. The export call has been quite limited. The customs inquiry has been the main element of activity in legitimate dealings, through the week. The chances of an early resumption of specie shipments to Europe, on an extensive scale, are not considered strong enough to stimulate speculative operations at present, and the market closed languidly.

The range of the price during the week has been from 114 $\frac{1}{2}$ %@115 $\frac{1}{4}$ % and the closing quotation on Wednesday was 114 $\frac{3}{8}$ % against 115 $\frac{1}{4}$ % the preceding Wednesday. The specie outflow last week, was only \$877,227. The Gold Exchange Bank clearances have averaged about 52 millions per day during the week.

The customs demand for Gold last week, averaged \$825,300 a day; thus far, this week, it has averaged \$682,000 a day, or equal to a weekly aggregate of \$4,092,000. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were \$2,790,522 against \$7,424,449 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been \$92,691,278 against \$97,577,219 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$55,773,110, against \$60,599,053 during the same time in 1871.

The export drain of specie was \$377,226 last week, against \$127,500 same week preceding year. The shipments since January 1, 1872, have been \$55,238,266 against \$52,230,516 during the same portion of 1871.

Foreign Exchange has been moderately inquired for, opening lower and closing about steadily. Bankers' sixty day bills on London closed on Wednesday at 108 $\frac{3}{4}$ @108 $\frac{3}{4}$; sight bills on London, 109 $\frac{1}{2}$ @109 $\frac{1}{2}$.

The week's exports hence of domestic produce have been to the currency value of \$4,976,118.

The specie exports from San Francisco from Jan. 1 to Aug. 5th were \$16,487,479 against \$16,573,818 same time last year.

Government securities have been in fair investment demand, and prices for the favorite issues have been generally well supported, on comparatively limited offerings.

On Wednesday, Government bought in a million of Five-Twenties at 114 34@144 57 out of an aggregate offering of \$4,612,200.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117 $\frac{3}{4}$ @118; U. S. Five-Twenties of 1862, (other than the bonds called in) 116 $\frac{1}{2}$ @116 $\frac{3}{4}$; U. S. Five-Twenties of 1864 at 116 $\frac{1}{2}$ @116 $\frac{3}{4}$; U. S. Five-Twenties of 1865, 116 $\frac{1}{2}$ @116 $\frac{3}{4}$; U. S. Five-Twenties of 1865 consolidated, 115 $\frac{1}{2}$ @116 $\frac{1}{4}$; U. S. Five-Twenties of 1867, 115 $\frac{1}{2}$ @116 $\frac{1}{4}$; U. S. Five-Twenties of 1868, 115 $\frac{1}{2}$ @116 $\frac{1}{4}$; U. S. Ten-forties at 112 $\frac{3}{4}$ @113 $\frac{1}{4}$; U. S. Fives of 1881 (Funding Loan) 112 $\frac{3}{4}$ @112 $\frac{3}{4}$; Six per cent. currency bonds, 113 $\frac{3}{4}$ @112 $\frac{3}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | July 31. | Aug. 7. | Aug. 14. |
|-------------------------|------------------|------------------|------------------|
| Consols | 92 $\frac{3}{4}$ | 92 $\frac{3}{4}$ | 92 $\frac{3}{4}$ |
| U. S. 5-20's of 1862... | 91 | 91 $\frac{3}{4}$ | 92 $\frac{1}{4}$ |
| U. S. 5-20's, 1865.... | 92 $\frac{3}{4}$ | 92 $\frac{1}{2}$ | 93 |
| " 1867 | 93 | 92 | 92 $\frac{1}{2}$ |
| " 10-40s | 90 $\frac{1}{2}$ | 90 | 90 $\frac{1}{2}$ |
| New Fives of 1881... | 89 $\frac{1}{4}$ | 89 | 90 |
| Erie | 40 $\frac{1}{2}$ | 39 $\frac{1}{2}$ | 36 $\frac{1}{2}$ |

State bonds have been in rather more demand but irregular as to prices.

The Central Pacific R. R. earned \$305,999 more in July of this year, than the same month of last year; and thus far in the current year, its earnings show an increase of \$1,853,600 on the earnings at the corresponding period in 1871.

Railway and Miscellaneous share property has shown more activity but has been unsettled in price, some of the speculative favorites having been depressed by heavy realizations, on speculative account.

Railway Mortgage Loans have been in very

good request as a rule, chiefly on investment account, and the favorite loans have been strong in price. Central Pacific Sixes have met with a freer sale at 102@102 $\frac{1}{4}$. Chesapeake and Ohio have been in good demand at 94 per cent, and accrued interest.

In the way of Metals, a less confident demand has been noted for Ingot Copper, which however has been held very firmly, since our last, on the basis of 83 $\frac{1}{2}$ c.@83 $\frac{3}{4}$ c. per lb. Pig-iron has been strong in price on a moderately active inquiry, with sales reported of 300 tons Gartsherrie at \$55; 150 tons Eglinton at \$52@52 50, with American quoted as before. Iron Rails have been in good request, with sales reported of 2,000 tons American at full prices, and 500 tons old on private terms. Lead, Spelter and Zinc dull at previous quotations. Pig-tin quiet but steady at 35c., gold, for Straits; sales, 100 pigs. Tin Plates have been moderately sought after, with sales of 750 boxes Charcoal Terne at \$11 75; 600 boxes Coke Terne at \$11 25, and 500 boxes Coke at \$12 50@12 75, gold, per box.

General business has shown more animation in the principal kinds of domestic produce. Flour, Wheat, Corn, Rye, Oats, Pork, Lard, Bacon, Naval Stores and Tobacco were firmer. Middling upland cotton closed steadily on Wednesday at 21 $\frac{3}{4}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,675,166 bales, against 3,950,789 bales same time in the preceding year; exports 1,936,760 bales against 3,119,957 bales in the previous year; stock at the ports at latest dates, 90,663 bales against 149,875 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand at 8@13 cts.; Veals at 6 $\frac{1}{2}$ @10 cts.; Sheep at 5@7 cts.; Lambs, 6@10 $\frac{1}{2}$ cts.; Swine, at 4 $\frac{1}{2}$ @4 $\frac{3}{4}$ cts. per lb., all live weight. The week's receipt were 7,263 Beeves, 2,749 Veal Calves, 22,456 Sheep and Lambs; and 30,856 Swine.

Foreign goods have been in more general request and held with more confidence, in the leading instances. The week's imports of foreign goods reached the amount of \$9,254,688 including \$3,748,433 of dry goods.

Ocean freights have been fairly active and rates have been generally firm. Tuesday of the current week was an unusually brisk day in the line of grain and Petroleum charters.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern 1st mort., 80; Buffalo and Erie, new, 97 $\frac{1}{2}$; North Missouri 1st mort., 92 $\frac{3}{4}$; St. Louis, and Iron Mt. 1st mort., 97; Ohio and Miss. consols, 95 $\frac{1}{2}$; do. 2d mort., 86 $\frac{3}{4}$; Lake Shore and Michigan Southern consols, coupon, 100 $\frac{1}{2}$; Toledo, Peoria and Warsaw consols, 86 $\frac{1}{2}$; do. Burlington Div., 88; Gt. Western 1st mort. 1888, 93; Cleveland, Painesville and Ashtabula new, 96 $\frac{1}{2}$; Long Dock bonds, 95 $\frac{3}{4}$; Mil. and St. Paul 1st mort. Iowa div., 88; Galveston, Houston and Henderson 1st mort., 82 $\frac{1}{4}$; Cedar Falls and Minnesota 1st mort., 83 $\frac{1}{4}$; Missouri, Kansas and Texas R. R., 41 $\frac{1}{4}$; Pittsburgh, Ft. Wayne and Chicago guar. Special Imp., 94; Albany and Susq. R. R., 92; Boston, Hartford and Erie R. R., 73 $\frac{3}{8}$; do. 1st mort., 42; Rome, Watertown and Ogdensburg R. R., 95;

Joliet and Chicago R. R., 95; Wells-Fargo Exp., 86 $\frac{3}{4}$; Am. Mer. Union Exp., 72; Western Union Tel., 73; do. 7s, 96 $\frac{1}{2}$; Quicksilver pref., 52; Consol. Coal of Md., 43 $\frac{3}{4}$; Cumberland Coal and Iron, 72 $\frac{1}{2}$; South Carolina 6s, old, 55; do. new, Jan. and July; 29; Texas 10s, 1876, 88; N. Y. State 7s, B. L., reg., 107 $\frac{1}{2}$; North Carolina Fund Act, 1868, 25; Brooklyn 6s, W. L., 95.

Philadelphia.—Lehigh Valley 7s, new, 106; Oil Creek and Allegheny River 1st mort., 83 $\frac{3}{4}$; Pittsburgh, Cincinnati and St. Louis 7s, 80 $\frac{1}{4}$; West Jersey R. R. 6s, 96; Pennsylvania and New York Canal 7s, 97 $\frac{1}{4}$; Morris Canal 1st mort., 95; do. 7s, B. L., 95; Westchester and Philadelphia 7s, 102; Philadelphia and Reading Gen'l mort. 7s, reg., 103 $\frac{1}{2}$; do. coupon, 102 $\frac{3}{4}$; Phila., Wil. and Balt. 6s, 1876, 95; Camden and Atlantic pref., 40; 17th and 19th Streets R. R., 25; East Pennsylvania R. R., 39 $\frac{1}{4}$; Pennsylvania State 5s, coupon, 100; Pittsburgh 5s, 75. The latest quotations are: City 6s, 98@—; do. free of tax, 101 $\frac{1}{2}$ @101 $\frac{1}{4}$; Pennsylvania State 6s, 1st series, 102 $\frac{1}{4}$ @102 $\frac{3}{4}$; do. 2d series, 106 $\frac{3}{4}$ @107 $\frac{1}{4}$; do. 3d series, 108@—; Philadelphia and Reading, 57 $\frac{3}{4}$ @57 $\frac{3}{4}$; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 94@95; United New Jersey R.R. and Canal Co., 125 $\frac{3}{4}$ @126; Camden and Amboy mort. 6s, 1889, 98@98 $\frac{1}{2}$; do. 1883, 90@92; do. 1889, 90 $\frac{1}{2}$ @92; Pennsylvania R. R., 58 $\frac{1}{4}$ @58 $\frac{3}{8}$; do. 1st mort., 101@102; do. 2d mort., 99@100; do. General mort. coupon, 93 $\frac{1}{2}$ @94; do. reg., 97@97 $\frac{1}{2}$; Little Schuylkill R. R., 47 $\frac{3}{4}$ @—; Morris Canal, —@50; do. pref., 124@127; do. 6s, 94@97; Susquehanna Canal, 8@9; do. 6s, 77@78; Schuylkill Nav., 7 $\frac{1}{2}$ @8; do. pref., 15@15 $\frac{1}{4}$; do. 6s, 1882, 79 $\frac{1}{2}$ @79 $\frac{3}{4}$; Elmira and Williamsport pref., 39 $\frac{1}{4}$ @41; do. 7s, 1873, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 41 $\frac{1}{2}$ @42; do. 6s, 1884, 89 $\frac{3}{4}$ @90; do. R. R. Loan, 96 $\frac{1}{4}$ @97 $\frac{1}{2}$; do. Gold Loan, 93@93 $\frac{1}{2}$; North Pennsylvania, 49 $\frac{1}{2}$ @50 $\frac{1}{2}$; do. 6s, 99 $\frac{1}{2}$ @100 $\frac{1}{2}$; do., 7s, 96 $\frac{3}{8}$ @97; do. Chatte 10s, 110@112; Philadelphia and Erie, 26 $\frac{1}{2}$ @27; do. 6s, 91 $\frac{1}{2}$ @91 $\frac{1}{2}$; Minehill, 52@53; Catawissa, 14@18; do. pref., 45@45 $\frac{1}{2}$; Lehigh Valley, 59 $\frac{1}{4}$ @59 $\frac{3}{8}$; do. 6s, new coupon, 98 $\frac{1}{4}$ @98 $\frac{3}{4}$; do. reg., 98 $\frac{1}{4}$ @99 $\frac{1}{4}$; do. 7s, 105@106; Fifth and Sixth streets, horse, 50@51; Second and Third, 63@63; Thirteenth and Fifteenth, 20@20 $\frac{1}{2}$; Spruce and Pine, 33@33; Green and Coates, —45@; Chestnut and Walnut, 57@59 $\frac{1}{2}$; Hestonville, 18@19 $\frac{1}{2}$; Union, 74@74; Germantown, 35@37.

Boston.—Eastern R. R. 7s, 1882, 103; do. 6s, 1889, 95 $\frac{1}{2}$; Vermont Central 1st mort., 78 $\frac{3}{4}$; do. 8s, 1891, guar., 99; Cincinnati, Sandusky and Cleveland R. R., 22 $\frac{1}{2}$; do. 7s, 1887, 84; Boston and Albany 7s, 1892, 106 $\frac{3}{4}$; Grand River Valley 2d mort. 8s, 1879, 102; Rutland R. R., scrip, 81 $\frac{1}{4}$; Atchison, Topeka and Santa Fe 7s, 81 $\frac{1}{4}$; Central R. R. of Iowa 7s, 1899, gold, 91; Ogdensburg and Lake Champlain 8s, 100 $\frac{3}{8}$; Burlington and Missouri River R. R., 8s, in Nebraska, 102; Stanstead, Shefford and Chambly 7s, 79; Connecticut and Passumpsic Rivers R. R. pref., 91 $\frac{1}{2}$; do. 7s, 100; Norwich and Worcester R. R., 126 $\frac{1}{4}$; Boston, Concord and Montreal R. R. pref., 86 $\frac{1}{2}$; Summit Branch, 43 $\frac{1}{2}$; Rutland pref., 66; Taunton Branch, 115; Portsmouth, Gt. Falls and Conway R. R., 99 $\frac{3}{4}$; Boston Water Power, 52 $\frac{1}{2}$; Cary Imp., 11 $\frac{1}{4}$; New Hampshire 6s, 1900, 99;

do. 1872, 98½; Boston 6s, currency, 100½; Portland 6s, 1888, 95¼; Belfast 6s, 1898, 89½; Chicago 7s, 1892, 99¾; Salem 6s, 1891, 98¼; Lowell 6s, 1890, 97½; Cincinnati 7s, 1891, 103½; Allouez Mining Co., 9¾; Calumet and Hecla, 150½; International silver, 4; Ridge, 10¾; Shuniah Silver, 7¾.

Baltimore.—Virginia 6s, old, reg., 38; do. consol. 6s, reg., 45; Maryland Defense 6s, 105; Orange, Alex. and Manassas 7s, 81½; Western Maryland 2d mort. guar., 96½; Central Ohio 1st mort., 88. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¾@96; Baltimore and Ohio, 159¾@160; do. 6s, 1875, 96½@98½; do., 1880, 96½@—; do., 1885, 96¼@96¾; Parkersburg Branch, 10@15; Northern Central 39¼@39½; do. 6s, 1885, 94@95; do., 1900, 90¾@91; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99½@99½; do., 2d mort., 99@100; do., 3d mort., 1885, 91@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 99¼@100; do., 2d mort., 7s, 90½@91; do., 3d mort., 8s, 83½@83½; Central Ohio, 34½@36; do., 1st mort., 87¾@88; Western Md. 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 94@97½; do., 2d mort. guar., 94@—; do., 3d mort. guar., 94@97; do. 2d mort. pref., 81@85; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville bonds, 79¼@80; Orange and Alexandria 1st mort. 6s, 98@95; do., 2d mort. 6s, 85@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 87@87; Orange, Alex. and Manassas 7s, 81@81½; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79¾@80; do. 8s, 3d mort., 89@90; Baltimore 6s, 1875, 99½@100; do., 1884, 98¼@98½; do. 1886, 98½@99; do., 1890, 99@99¼; do., 1893, exempt, 102½@102½; do., 1900, exempt, 98¾@98½; Memphis City 6s, 54½@58; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 103@103½; City Passenger R. R., 23½@24; George's Creek Coal, 92½@98; Atlantic Coal, 1.50@2.50.

The estimated earnings of the Erie Railway for the week ending Aug. 7, 1872, were \$323,372; against \$414,346 for the corresponding period of 1871—a decrease of \$90,974. Total earnings since April 1, 1872, \$6,663,167—an increase over the same time in 1871 of \$332,924.

The earnings of the Central Pacific Railroad Company for the month of July, 1872, were 1,175,295; for the month of July 1871, \$869,296—increased this year over 1871, \$305,999. Earnings first seven months, 1872, \$6,767,778; earnings first six months, 1871, \$4,914,178—increased this year over 1871, \$1,853,600.

The sales of the land department of the Union Pacific Railroad Company for the month of July, 1872, were 30,389½ acres, amounting to \$133,897, being an average of \$4 41 per acre. The total sales from July 28, 1869, to July 31, 1872, are 601,559 acres, amounting to \$2,533,307, being an average of \$4 21 per acre.

The lease of the Cincinnati, Sandusky and Cleveland Railroad for 99 years to the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company is announced.

All the stock of the Lee and New Haven Railroad has been taken. The stockholders met at Lee on the 15th for organization.

Misplaced Switches.

It is seldom that we notice cases of accidents upon railroads, and then only when, as in the present instance, we are enabled to call the attention of Railroad Companies to an effectual remedy. It is almost impossible, however, to take up a paper from any part of the country without meeting with some such paragraph as the following: PORTLAND, Me., August 14.

MISPLACED SWITCH—By reason of a misplaced switch the engine, tender and baggage car on the Portland and Ogdensburg outward-bound train last night ran off the track, delaying the inward and outward trains two hours.

The "WHARTON SAFETY RAILROAD SWITCH" is a sure preventive of accidents of this nature. It provides perfect safety for both the main track and side tracks, besides removing all switches from the main track as effectually as if there were no sidings on the whole line. They have been in use on a large number of our most important roads for a number of years, and in every instance have given entire satisfaction; testimonials to that effect having been repeatedly published by us. It gives us pleasure to add the following in our present issue:

PENNSYLVANIA RAILROAD COMPANY.

OFFICE OF THE VICE-PRESIDENT,
Philadelphia, January 25th, 1871.

A. BARKER, Esq.,

President Wharton Railroad Switch Company.

My Dear Sir:

After careful experiment upon our road at several points where it could be most thoroughly tested, during which you have perfected the Wharton Railroad Switch, so that we think it adapted to all our wants, we have concluded to adopt it on our own road and the roads leased by us; and will give it place as rapidly as we can do so consistently with the proper maintenance and operation of the line.

I believe that it will prove of great practical value to all the Railways of the country.

Very Respectfully Yours,

THOMAS A. SCOTT,
Vice-President.

TEXAS AND PACIFIC RAILWAY COMPANY.

OFFICE OF THE PRESIDENT,
Philadelphia, August 13th, 1872.

ABM. BARKER, Pres. of

The Wharton Railroad Switch Company.

Dear Sir:

The Wharton Railroad Safety Switch having given complete satisfaction in use upon the Pennsylvania Railroad and branches, we have concluded to adopt it upon the entire line of the Texas and Pacific Railway.

Yours truly,

THOMAS A. SCOTT,
Pres. of Texas and Pacific Railway Co.

The earnings of the Union Pacific Railroad in June, 1872, were \$835,459 47; and the expenses, \$391,666 08—making the net earnings \$443,793 39. From January 1, to June 30, 1872, the earnings were \$3,841,616 71; the expenses, \$2,387,143 41—and the net earnings, \$1,454,473 30. This shows an increase for June of \$107,285 13; and for the six months ending June 30, 1872, of \$431,332 13.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

The Philadelphia Ledger of 12th inst., reports the net anthracite coal tonnage for the week ending on the 3d inst., from all sources, at 441,810 tons, and for the year 11,216,998 tons, against 6,851,594 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,365,404 tons. The production of bituminous coal for the week was 54,532 tons, and for the year 1,443,369 tons, against 1,293,761 tons to the corresponding time last year—an increase of 149,608 tons. The total production of all kinds of coal for the week was 496,292 tons, and for the year 12,660,367 tons, against 8,145,355 tons to corresponding time last year, showing an increase of 4,515,012 tons.

The New Haven and Northampton Railroad Company has declared a dividend of \$3 per share, payable on and after September 2.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO ANIMALS—DUTY TO FENCE LANDS OWNED BY COMPANY.

The facts in the late case of the Bellefontaine Railway Company *vs.* Reed (38 Ind., 476,) are fully and clearly stated in the following opinion by—

DOWNEY, J.—This action was brought before a justice of the peace for the value of two hogs of the appellee, alleged to have been killed by a train of cars on the road of the appellant. There was a default by the defendant before the justice of the peace, and judgment for the plaintiff after an assessment of damages. The company appealed to the Circuit Court, when there was a trial by jury; finding for the plaintiff; motion for a new trial by the defendant, which was overruled; and judgment rendered on the verdict. The evidence is made part of the record by a bill of exceptions.

The errors assigned are that the court erred:

First. In overruling the motion for a new trial.

Second. In overruling the motion in arrest of judgment.

Third. In giving certain charges to the jury.

Fourth. In refusing instructions asked by the defendant.

Fifth. In refusing instructions as asked, and modifying the same.

Sixth. The verdict of the jury is not sustained by sufficient evidence.

Seventh. The verdict of the jury is contrary to law.

Eighth. The damages are excessive, as found by the verdict.

It may be remarked before proceeding to examine the questions on the verdicts, that the third, fourth, fifth, sixth, seventh, and eighth, assignments of error are all embraced in the first. They are each of them a ground for granting a new trial, and are properly assigned as reasons for granting the same, but are not necessarily, nor, perhaps properly, specified as assignments of error.

The new trial was asked for the reasons.—

First. That the verdict was not sustained by sufficient evidence.

Second. That the verdict is contrary to law.

Third. The damages are excessive.

Fourth. The court erred in giving instructions one, two, three and four by the court.

Fifth. The court erred in refusing to give instructions two and three asked by the defendant.

The motion in arrest of judgment was based on the alleged insufficiency of the complaint, and as that goes back to the foundation of the suit, we will examine it first.

The complaint alleges, that the defendant, on or about the 13th of July 1867, at and in said County of Randolph and State of Indiana, by its locomotive and train of cars, then running on its railroad, at a point on its said road in said county where its railroad track was not securely fenced ran over and killed two hogs of the plaintiff, of the value of fifty dollars, wherefore, &c.

No specific objection to the complaint is pointed out by counsel for the appellant, and we do not observe any.

The evidence discloses the following state of facts: That the hogs belonged to the plaintiff, and were killed by a train of cars on the defend-

ant's road where it passes over lands owned by the defendant. The track of land was not inclosed, but there was a fence along the line of the railroad. It was in some places six rails high and in others four and two rails in height. At some places it had been thrown down and openings made through it in this way. In other places it had been removed entirely, and its place supplied with ranks of wood; and then the wood had been taken away in some places, and in others it had been burned away, leaving openings of from two to five rods, some of which had been open for a year, and others had been made more recently. The wood had been taken away by the employees of the Company. The plaintiff lived half a mile from the place where the hogs were killed, knew of the openings in the fence, and go upon the track of the railroad. They were killed on the railroad, at a point opposite to the openings in the fence. One of them would weigh four hundred pounds, and was worth six cents a pound. The other would weigh three hundred and twenty-five pounds, and, on account of her being of better stock, was worth eight cents a pound.

With reference to this evidence, it is insisted by the appellant that the plaintiff was guilty of negligence in allowing his hogs to run at large when he knew of the condition of the fence, and that, for this reason, the finding should have been for the defendant. We think this position cannot be maintained. See *The Indianapolis, &c., Railroad v. McKinney*, 24 Ind. 283. Again, it is urged, that as the railroad Company owned the land, and was using it as a place to deposit wood, and from which to remove it as the exigencies of the Company might require, the Company was not bound to keep it securely fenced.

We think that this ground cannot be maintained. The statute makes the company liable for stock killed when the road is not fenced. Some exceptions have been allowed in cases where it was unlawful or impracticable to fence. But, very clearly, it is not shown that it was impracticable or illegal for the company to make and maintain a fence in this instance. The facts that the company owned the land, and were using it for the purpose named, were no sufficient reasons why they should leave the way open for animals to go across their land and upon the railroad. If there was anything in the nature of the use which the company was making of the land which made it impracticable to keep up the fence, it is not shown.

The instructions of the court to the jury were in accordance with our views of the law, and the same is true of the modification of the second charge asked by the defendant, of which complaint is made.

The judgment is affirmed with ten per cent. damages and costs.

☞ The Kansas City and Northern Railroad, better known as the North Missouri Railroad, will be sold at public auction, September 11th. The sale is ordered by the United States Court on the petition of William Hoge, of Philadelphia, and others, to satisfy a judgment against the road, obtained by them last fall, amounting to half a million dollars.

☞ The Buffalo, New York and Philadelphia Railroad is open from Buffalo to the State line.

Cleveland Bridge and Car-works.

We copy from a Cleveland paper the following description of these works. The proprietors are the McNairy & Claflen Manufacturing Company. The business of the concern has increased so rapidly within the last few years, that the works now cover an area of seven acres. The Vice President of the company, Henry M. Claflen, Esq., is a gentleman whose enterprise and business capacity, no less than his agreeable personal qualities, are widely recognized in railway circles at the West and elsewhere; and his connection with the business, in filling the important position he occupies, has contributed largely to its success:

This concern was established in 1850, and moved along slowly until about seven years ago, when every thing in the city seemed to take a fresh start on the highway to prosperity. The Bridge and Car-works joined in the race. The recent purchase of more land, the employment of more men, the design to erect a large foundry this season, the rapid increase of orders for work, and the fact that present contracts will push the shops to their utmost capacity until December, are indications of extraordinary success. The development of this gigantic business has not been of a spasmodic nature, but steady, rapid, and healthy, and under practical management throughout. It is the only establishment in the country that combines the manufacture of railway and street-cars and bridges. They have facilities for building first-class passenger coaches, but dropped this line of business more than a year ago, on account of the great demand upon their capacity for other kinds of work.

Five hundred and fifty men, practical mechanics, are employed in the shops, and in putting up bridge-work all over the country. From 30,000 to 40,000 feet of lumber is required for daily consumption, and a little less than sixty tons of wrought and cast-iron. Fifty railway-cars, beside bridge and street-car work, are turned out each week. The workmen are just completing the last of fifteen hundred cars for the New-York Central Railroad, and are under way with a contract for three hundred coal cars for the Cleveland and Pittsburg road. Bridge-work is under way for the following railroads: Lake Shore; Tuscarawas Valley; Ashtabula, Youngstown, and Pittsburg; Buffalo, New York, and Philadelphia; Atlantic and Great Western; Ohio and Mississippi; Cleveland, Mount Vernon, and Pittsburg Railroad; Cleveland, Columbus, Cincinnati, and Indianapolis Railroad; and Canada Southern. The Canada Southern bridge is about three thousand feet long, and spans the American side of Detroit River, from Grosse Isle to the Michigan shore. The contract on this work includes the superstructure, as well as substructure, and the whole is to be completed by December 1st, 1872. The bridges for the Richmond and Atlanta Air-Line road, which is four hundred miles in length, are built by the McNairy and Claflen Manufacturing Company, and there are quite a number of them. The iron is shipped from Cleveland, ready for framing, and whatever wood-work is necessary is obtained along the road.

Street cars are made and shipped to almost every point in the United States, from Boston to New Orleans. The white-wood in these cars is obtained within a radius of one hundred miles from Cleveland. It is precisely the same that is shipped to New-York and made into cars there, to be returned to the Western market. With iron and wood near at hand, and skilled labor as low as the same can be had elsewhere, it is not reasonable to suppose that these cars can be furnished upon better terms from any other point. A large number are kept in stock, of all sizes and styles, so that street-car companies can safely anticipate an early shipment of any number ordered. No other car is in use at Cleveland, and we are free to say that the cars of this city cannot be surpassed for beauty, durability, and easy motion. The latter qualification is derived from a patent running-

gear, giving the car a motion similar to the easy swing of a palace passenger-coach, and its introduction on any road will prove popular with the people. The Cleveland Bridge and Car-works are organized in six divisions—paint, pattern, blacksmith, machine, railway-car, and street-car shops—with a foreman over each, and one superintendent over all. These men are selected on account of superior mechanical ability and executive capacity, and through long service in the employ of the firm have shown commendable zeal in turning out work promptly and in accordance with specifications. The machinery intrusted to their care includes every variety that can be of advantage in saving labor and obtaining quick results. It is driven by three engines, all receiving their power from boilers sheltered in a brick house, separate and apart from the other buildings. Steam is conveyed from the boilers to the engines, and to the heating apparatus in each department, by subterranean pipes, removing danger from fire to a point where it can be under the most perfect control. One of Holly's fire pumps, with hose constantly attached, stands ready for action in case of fire, while other improvements for quenching flames are found in almost every nook and corner of the vast edifice. A regularly organized fire department, composed of men in the shops, some of whom are on duty night and day, have charge of appliances for creating a young deluge at a moment's notice.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st of July, inclusive, during the years 1871 and 1872, was as follows:

| | Flour, bbls. | Wheat, bu. | Corn, bu. | Barley, bu. |
|--------|--------------|------------|------------|-------------|
| 1871.. | 141,400 | 6,105,000 | 8,415,400 | 40,400 |
| 1872.. | 38,800 | 2,951,000 | 11,458,900 | 401,500 |

Dec. 72,600 3,154,000 *3,043,500 *261,100
* Increase.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease equal to 703,400 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

| | 1870. | 1871. | 1872. |
|-------------------|-----------|-----------|------------|
| Canal opened— | May 10. | April 24. | May 13. |
| Flour, bbls. | 154,900 | 111,400 | 38,800 |
| Wheat, bushels.. | 6,752,600 | 6,105,000 | 2,951,000 |
| Corn, bushels... | 1,288,000 | 8,415,400 | 11,458,900 |
| Barley, bushels.. | 82,400 | 40,400 | 401,500 |
| Oats, bushels... | 1,472,000 | 1,392,100 | 3,165,100 |
| Rye, bushels.... | 271,000 | 57,900 | 245,800 |
| Malt, bushels... | 212,500 | 379,200 | 447,900 |
| Feed, lbs. | 4,527,200 | 3,273,600 | 3,296,700 |

The Alexandria Gazette learns from Mr. Benjamin Fendall, an engineer on the Lynchburg and Danville railroad, the southern prolongation of the Orange, Alexandria and Manassas railroad, that the grading and masonry of that road will be completed by the first of next December, and that trains will probably be running over its entire length three months afterwards—the first of the following March. Thus Baltimore will have a direct and unbroken connection through to Danville, Va., by a line in which it is largely interested.

The Missouri, Kansas and Texas railroad has reached the Canadian river, and will be to the Texas line before September, meeting there the Texas Central. Through cars will run from Galveston to New York.

Alabama and Chattanooga Railroad.

We learn that negotiations are pending, if not concluded, between Governor Lindsay, representing the State of Alabama, and an English Company, for the sale of this railroad. The company desire to purchase the railroad and a large quantity of the coal and iron lands of North Alabama for the purpose of carrying on extensive mining operations. It is their intention, as soon as the purchase is consummated, to commence at once the work of constructing a railroad direct from Meridian to New Orleans. Arrangements have been made to go to work under the charters already granted by the Legislatures of Mississippi and Louisiana. This will give almost an air-line from New Orleans to New York and would become the great thoroughfare from New Orleans to the East. We learn that the agent of the company has fully agreed to the terms of sale proposed by Governor Lindsay, and that the only delay in closing the transaction is that it has to be referred to the Directors of the company in London.—*Madison Gazette.*

The citizens of Bunker Hill (Ill.) are agitating the question of building a narrow gauge railroad from that town to St. Louis. The proposed route to be about midway between the Indianapolis and St. Louis and Decatur and East St. Louis Railroad, making a line of about thirty-six miles in length.

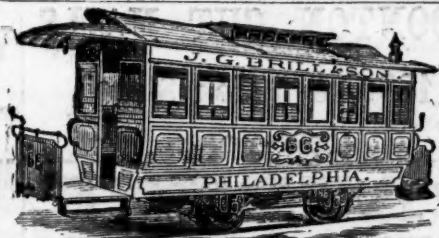
The officers of the Springfield and Illinois Southeastern railroad are arranging to extend their line from Beardstown, its present northern terminus, to some point on the Mississippi river, and as soon as a location is definitely made, work will be commenced.

The first installment of iron to complete the Quincy, Missouri and Pacific railroad from Edina, its present terminus, to Kirkville, has arrived at Quincy. The road will have trains running from Quincy to Kirksville by September 1.

The Lansing Division of the Lake Shore and Michigan Southern is completed to Eaton Rapids, Mich., where the line crosses the Grand River Valley Division of the Michigan Central. The completion of the road to Lansing is being rapidly pushed forward.

The Steamer G. H. Wilson, of St. Louis, has arrived at Dubuque with a thousand tons of railroad iron sent in bond from England via New Orleans, for the use of the Chicago, Dubuque and Minnesota Railroad.

The Texas Central Railroad is in working order to Dallas, and will be completed to the Red river by January 1.



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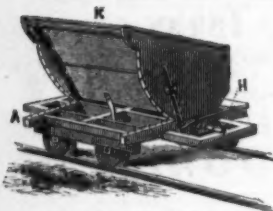
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Fig. No. 1, Car Loaded.

(Used by the
American Dredging Company.)

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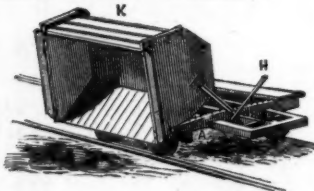
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Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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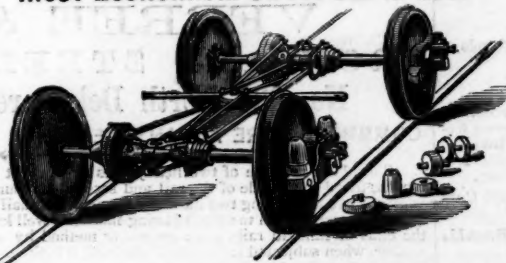
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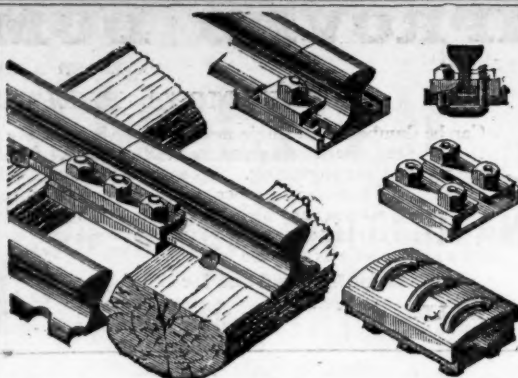
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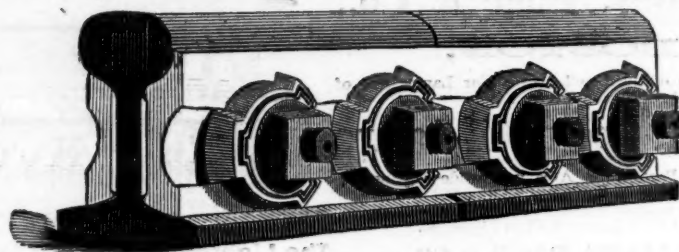
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